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THE BICYCLING WORLD

FOUNDED 1877

and MOTORCYCLE REVIEW

U S Patent Office
Department of Interior

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. L.
No. 1

New York, N. Y., U. S. A., Saturday, October 1, 1904.

\$2.00 a Year
10 Cents a Copy

29

IT REQUIRES LESS TALK TO SELL HARTFORD TIRES

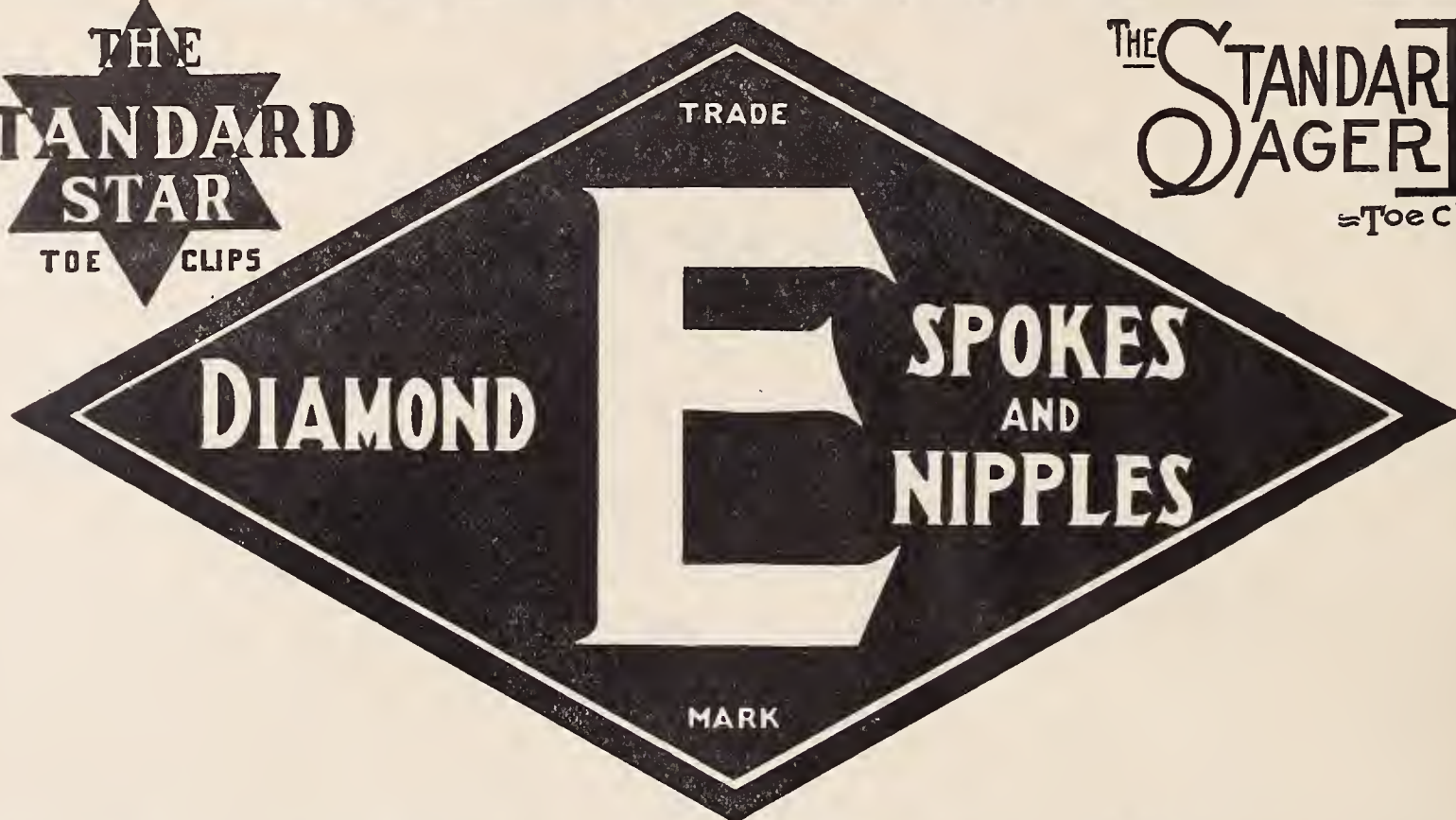
than any other tire on the market.

Wherever tires are used, they know the HARTFORD.

Its reputation was earned before most of the other
tires were thought of.

THE HARTFORD RUBBER WORKS COMPANY
HARTFORD, CONN.

THE
**STANDARD
STAR**
TOE CLIPS



THE **STANDARD
DAGER**
=Toe Clips

STANDARD SPOKE AND NIPPLE COMPANY,
TORRINGTON, CONNECTICUT, U. S. A.

YALE BICYCLES

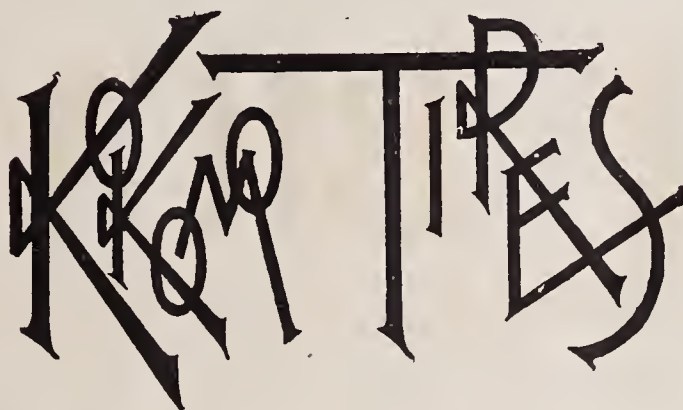


The choice of "the men who know."

CONSOLIDATED MANUFACTURING COMPANY,
Toledo, Ohio.

The
Best
Price
to Pay
for Tires
is
the Price
of

DEFENDER
SPECIAL



NEW
OXFORD

Have
Y O U Obtained
Quotations?

KOKOMO RUBBER COMPANY,
KOKOMO, INDIANA.

WE CAN'T SELL THE DEALER

Unless

HE CAN SELL THE RIDER.

(Never Consigned.)

WE DO SELL THE DEALER.

Therefore

HE MUST SELL THE RIDER.

THE RACYCLE

Is sold in more cities in the U. S. than any other wheel made.

A Town in which THE RACYCLE is not on sale must be an awfully dead one.

Made and marketed only by

THE MIAMI CYCLE & MANUFACTURING CO.,

MIDDLETOWN, OHIO.

The Winners

RIDE PALMER TIRES

At the coasting contest held in New York City, June 11th, under the auspices of the Metropole Cycling Club, 62 of the 116 starters used wheels equipped with Palmer Tires.

Of the first 40 men, **36 Rode Palmer Tires.** The 13th, 29th, 34th, and 37th rode other makes.

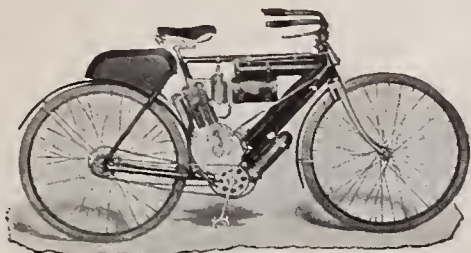
IN COLORADO

At Colorado Springs in the race meet held on Decoration Day seven events were pulled off and the riders of Palmer Tires won 5 firsts and 4 seconds.

THE B. F. GOODRICH COMPANY,

AKRON RUBBER WORKS, AKRON, O.

NEW YORK, 66-68 Reade Street & 1625 Broadway. CHICAGO, 141 Lake Street. BOSTON, 157 Summer Street. PHILADELPHIA, 922 Arch Street.
 SAN FRANCISCO, 392 Mission Street. BUFFALO, 9 W. Huron Street. DETROIT, 80 E. Congress Street.
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MOTOR BICYCLES

FOR FALL TOURING

Interest in Motor Bicycles is rapidly increasing.

The demand is for reliable machines, easy to run and needing few repairs.

Ramblers, Crescents, Monarchs and Imperials answer all requirements.

Up-to-date machines.

Light in weight.

Absolute one lever control.

Spring fork and friction sprocket.

"You See Them Everywhere."

**Pope
Manufacturing Co.,**
CHICAGO, ILL.

THE UNPARALLELED PIERCE.

KRAMER — **Both** — HURLEY

OF THE

PROFESSIONAL — **1904** — AMATEUR

Champions

won their honors on

Pierce Bicycles

The inevitable result of the combination of good men on good wheels.

And it is the fourth successive year that KRAMER and the PIERCE have won the professional title.

Achievements such as these cause both wise riders and wise dealers to "sit up and take notice."

THE GEO. N. PIERCE CO.
BUFFALO, N. Y.

OUR 1905 LINE IS NOW READY.

Let us know when you will be
ready to hear our proposition.

CONTINENTAL RUBBER WORKS,

ERIE, PA.

Continental Tires Enjoined.

The Single Tube Bicycle Tires made by the Continental Rubber Works of Erie, Pa., infringe the Tillinghast patent, and the courts have enjoined their sale.

The following manufacturers of Single Tube Tires are licensed under the Tillinghast patent:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber & Insulated
Wire Co.

Goshen Rubber Works.

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile &
Vehicle Tire Co.

India Rubber Co.

Morgan & Wright.

Boston Woven Hose & Rubber
Co.

BUY OF NONE BUT LICENSEES.

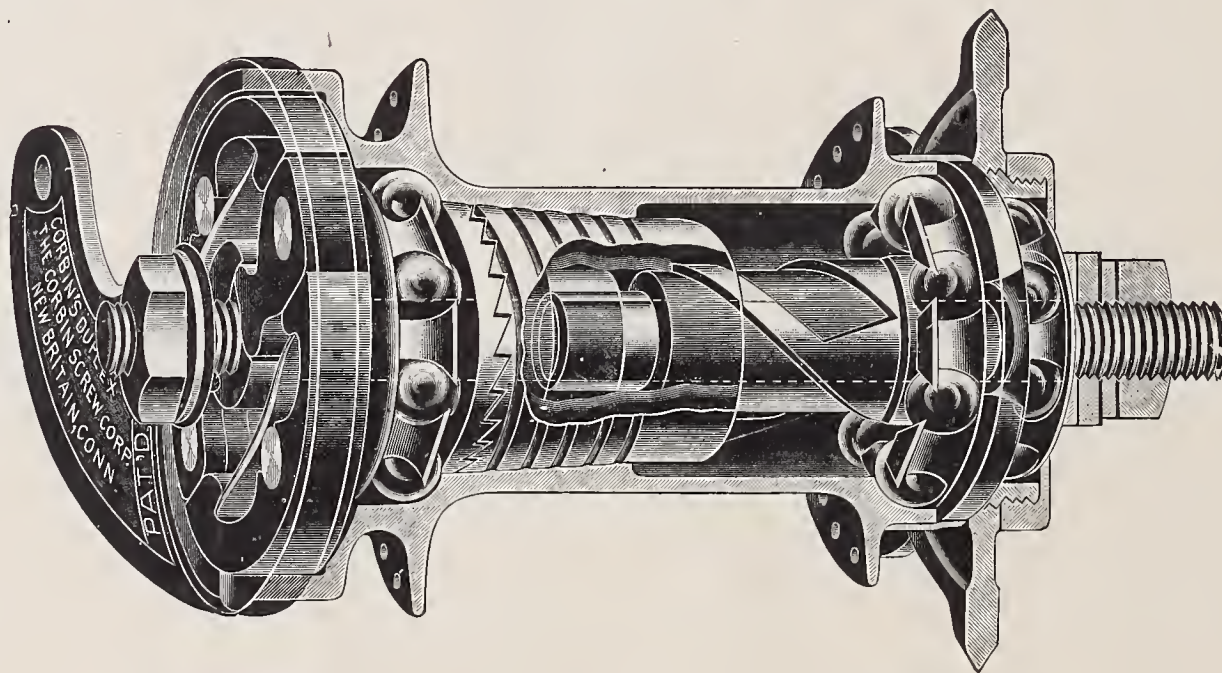
SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

STEADY TRADE

Is obtained by making friends
of casual customers.

Agents who recommend and
sell the

Corbin Coaster Brake



to their customers, place them
under a debt of gratitude
and reap accordingly.

IT PROVES ITSELF THE BEST.

CORBIN SCREW CORPORATION,

NEW BRITAIN, CONNECTICUT.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, October 1, 1904.

No. 1

HANGER CHANGES HANDS

Park City Mfg. Co. Transfers Its Device to Michigan Concern—Grady Goes, Too.

Henceforth the well known D & J crank hanger will be made and marketed by the Hudson Mfg. Co., Hudson, Mich.

The deal to this end between the Hudson people and the Park City Mfg. Co., of Chicago, was consummated last week, and, while it will prove in the nature of a surprise to many, it will contribute to the settlement of the hanger market, which has been in a disturbed condition for several months past.

J. W. Grady, of Worcester, Mass., who accounted for the placing of nearly fifteen hundred Hudson bicycles in New England during the past season, has joined the manufacturing end, and will be associated with Manager Ash in the both the bicycle and the crank-hanger departments. Grady's Worcester business will be continued under his direction by assistants.

Messrs. Ash and Grady, with two officers of their company, spent several days in Chicago last week, going over the details of the hanger business and arranging for its continuance without interruption. A sufficient stock of D & Js were assembled to take care of immediate demands, and, together with all parts, material and tools, were shipped to Hudson, where a portion of the company's plant is being laid out for this new department.

Consolidated Re-elects Officers.

At the annual meeting of the Consolidated Mfg. Co., which took place at Toledo, Ohio, last week, the old officers were re-elected, as follows: E. T. Breckenridge, president; Ezra E. Kirk, vice-president; A. W. Coulter, secretary, and J. B. R. Ransom, treasurer. These officers, with E. W. Tolerton, constitute the board of directors.

Lyndhurst's Last Sad Rites.

The final meeting of the creditors of McKee & Harrington, New York, who made the Lyndhurst bicycle, will be held on October 4 next at the office of the referee, No. 68 Wall street. The report of the trustee in bankruptcy will be presented, and "a final dividend will be declared if there are any funds remaining."

Ugly Charges Against Ripper's Concern.

On Thursday of last week, creditors of the Electric City Cycle Co., Buffalo, N. Y., of which that smooth and interesting and experienced person, Victor E. Ripper, is manager, filed a petition in involuntary bankruptcy in the United States District Court in that city. The business is now in the hands of a receiver, Frank Gibbons, who was appointed by the court.

The petition not only alleges insolvency but charges that goods belonging to the company have been removed and concealed with intent to delay payment and defraud creditors.

The petitioning creditors are S. J. Holland and Harry Robinson, of Buffalo, and Joseph B. Hard and Frank D. Tweedy, of the firm of F. D. Tweedy & Co., of Danbury, Conn. Holland says he has a promissory note for \$200 and Robinson says he holds one for \$800. F. D. Tweedy & Co. say they sold \$357 worth of goods to the defunct firm, and that \$159 still remains unpaid.

Tryon Succumbs to Paralysis.

Edward K. Tryon, jr., head of the long-established jobbing house of Edward K. Tryon, Jr., & Co., Philadelphia, died on September 20, in his home at 1,931 Race street, from the effects of a paralytic stroke two weeks previous. He was born in Philadelphia sixty years ago. At an early age he entered the Tryon sporting goods house, which was established in 1811, and at that time conducted by his father. He had been in that business ever since. When his father retired, many years ago, he became the head of the firm.

Next Year a "Two-Speed" Year.

Two speed coaster hubs are expected to be a feature of the 1905 British trade. A number of concerns have announced that they will bring out hubs containing such devices and being scarcely distinguishable from the ordinary hub.

Surre Back from Coast.

W. J. Surre, of the Corbin Screw Corporation, returned last week from his annual visit to the far Western and Pacific Coast trade. He said in a significant tone that he had no fault to find with the result of his journey.

RACYCLE'S SADDLE DEAL

Adopts Persons' Full Line, Getting Exclusive Rights to Newest Model.

About the nearest approach to a surprise that has been sprung on the trade for some little time came out last week in the announcement of the adoption of the entire line of Persons saddles by the Miami Cycle & Mfg. Co., makers of the Racycle.

It is in the nature of a most aggressive move, and one that certainly will "give pause" to the croakers. The Persons line is high grade throughout; there is not a cheap model in it, which means an added expense that few makers would even consider at this time and in the face of prevailing conditions.

The 1905 Racycles will be equipped with Persons saddles in the corresponding ratios of price—the highest priced saddle accompanying the high priced Racycle, etc.

What appears to have been a factor in the deal is the new Dominion saddle, which the Persons Mfg. Co. will produce for the first time next season. According to the arrangement, the Miami Cycle & Mfg. Co. obtain the exclusive rights to this saddle, for a year at least, and it will therefore be fitted only to Racycles.

Helps Patentees in Great Britain.

On and after January 1, 1905, an important change will be made in the conditions under which British patents are issued. Heretofore the onus has rested on the patentee to consult the files for anticipations. After the date mentioned the Department of the Board of Trade which deals with this matter will make this search, which will to some extent afford a protection for patentees by preventing money being spent on useless contrivances.

The Retail Record.

Scio, N. Y.—Eugene Smith; fire; total loss. Toledo, Ohio.—Charles Deveau; sold out to Harry Brown.

Frankfort, Ind.—Clinton Cycle Co.; M. R. Bell has bought out L. H. Mortself.

Davenport, Iowa.—Myers & Vollertson; Hugo C. Vollertson dead.

EXPORTS DROP 40 PER CENT.

**August's Total the Smallest in Years—
Japan and Australasia Worst Offenders**

One of the worst showings of exports yet recorded is that for the month of August, as revealed by the appended table. The total is one of the smallest reported in recent years, and the only comfort to be gotten out of a study of the table lies in the fact that the actual decrease is not as large as that of several months within the past year. This is due chiefly, however, to the comparative smallness of the figures of August, 1903. The latter were only \$146,434, and shrunk to the pitiable figure of \$87,396 in August of this year, a loss of more than 40 per cent.

The bulk of the shrinkage comes from three countries, viz., Japan, British Australasia and the Netherlands. These were, in round numbers, \$24,000, \$22,000 and \$10,000. Germany and Other Europe are next in importance, each dropping about \$4,000, while Other Asia and Oceania shows a loss of \$2,500. The United Kingdom showed only a slight loss, dropping from \$12,097 in August, 1903, to \$11,198 in the same month of 1904. British East Indies and France also show slight losses, \$2,000 in the case of the first named and \$500 in that of France.

The countries which show increases are few in number, but they furnish some surprises, nevertheless. For example, Cuba and British North America take first rank among them, the former jumping from \$1,876 to \$5,560, and the latter from \$6,177 to \$10,391. The Chinese Empire also shows a surprising gain, from \$647 to \$3,198, while Belgium rose from \$2,867 to \$4,682. Slight gains are also shown by Brazil, All Other Africa, Colombia, and Other West Indies and Bermuda.

The figures in detail for the month and eight months, respectively, are as follows for the corresponding periods:

| Exported to— | August— | | Eight Months Ending August— | | |
|--|------------------|-----------------|-----------------------------|--------------------|--------------------|
| | 1903. | 1904. | 1902. | 1903. | 1904. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | \$12,097 | \$11,198 | \$326,173 | \$195,471 | \$199,753 |
| Belgium | 2,867 | 4,682 | 39,336 | 39,087 | 43,753 |
| France | 2,955 | 2,491 | 153,426 | 100,253 | 70,910 |
| Germany | 5,327 | 1,578 | 233,306 | 115,889 | 102,217 |
| Italy | 4,911 | 3,906 | 55,467 | 38,975 | 30,994 |
| Netherlands | 12,752 | 2,340 | 121,947 | 83,949 | 71,534 |
| Other Europe | 9,936 | 5,824 | 249,015 | 144,871 | 133,693 |
| British North America..... | 6,177 | 10,391 | 145,163 | 133,338 | 101,570 |
| Cent. American States & British Honduras.. | 129 | 347 | 2,133 | 1,964 | 2,679 |
| Mexico | 3,333 | 3,154 | 18,320 | 40,349 | 29,403 |
| Cuba | 1,876 | 5,560 | 9,390 | 10,778 | 23,912 |
| Other West Indies and Bermuda..... | 2,189 | 3,013 | 34,907 | 22,638 | 22,316 |
| Argentina | 265 | 124 | 5,689 | 8,575 | 11,603 |
| Brazil | 1,091 | 1,410 | 4,046 | 5,941 | 9,879 |
| Colombia | 68 | 313 | 740 | 548 | 3,801 |
| Venezuela | 29 | — | 369 | 170 | 187 |
| Other South America..... | 1,794 | 1,422 | 13,783 | 12,699 | 9,906 |
| Chinese Empire | 647 | 3,198 | 22,988 | 13,551 | 7,830 |
| British East Indies..... | 2,970 | 1,060 | 37,440 | 18,114 | 14,023 |
| Hongkong | 1,100 | 422 | 4,297 | 4,481 | 1,978 |
| Japan | 32,292 | 8,276 | 270,024 | 276,487 | 255,921 |
| British Australasia..... | 37,204 | 15,406 | 144,397 | 216,483 | 123,546 |
| Philippine Islands | 664 | 50 | 11,726 | 19,724 | 4,629 |
| Other Asia and Oceania..... | 2,765 | 271 | 19,500 | 21,623 | 11,216 |
| British Africa | 737 | 295 | 68,179 | 37,991 | 5,594 |
| Other countries | 259 | 660 | 5,766 | 4,332 | 3,766 |
| All other Africa..... | — | — | 12 | 62 | 88 |
| Totals | \$146,434 | \$87,396 | \$1,997,479 | \$1,568,344 | \$1,296,701 |

The Indian and the Motorcycle.

A good story on George W. Sherman, who is in charge of the exhibit of Indian motor bicycles at the St. Louis Exposition, is now going the rounds. Sherman, it seems, has been on good terms with a number of the redskins who constitute a part of the big show, and, the name of the motorcycle being suggestively appropriate, he several times has had them photographed astride the machines. When one of the younger and more intelligent of these Indians appeared to display real interest in the motor bicycle, Sherman took him in hand and in the simplest language possible endeavored to make plain "just how it works." At the end of his twenty-minute explanation he asked:

"Well, do you think you understand all about it now?"

The Indian, who had listened intently, replied: "Yes, I understand all but one thing."

"And what is that?" inquired Sherman, thinking to clear up some trifling point he had overlooked.

"I don't understand," said the Indian, "what makes the motorcycle go without pushing."

The Indians who visit Sherman's stand were also responsible for another amusing incident. Noting the presence of the redskins, and also the name of the motor bicycle, a rustic from the far backwoods approached Sherman one day, and, calling him aside, inquired in a whisper.

"Do the Indians make these things?" indicating the motor bicycles.

Extent of Dunlop Trade.

One million four hundred thousand is said by a British writer in a position to know to have been the output of tires of the Dunlop Tire Co. in 1904. This is only up to the middle of September. It represents, of course, some seven hundred thousand sets of tires, a large number of which were undoubtedly used for replacements.

ENGLISH PRICE CUT AGAIN

**Rudge-Whitworth Bring Out New Model
at \$40—Action Was Foreshadowed.**

Once more the Rudge-Whitworth Co. has risen to the occasion and defined its policy with a pronouncement that puts an end to all doubt concerning its position. It has announced its 1905 prices, the chief interest being centred in the submission of a new model listing at eight guineas (\$40). This is a reduction of two guineas (\$10) from the lowest previous price. The other Rudge-Whitworth models are reduced by two and three guineas, respectively.

This move was not unexpected. Since the Swift company brought out its eight guinea model in the middle of the 1904 season, the British trade has been hugely exercised. That other firms of the first repute would follow this example in 1905 was regarded as very probably, and for some weeks it has been known that Rudge Whitworth contemplated an aggressive move. It was not known, however, whether it would take the form of an adherence to present prices or the meeting of that set by the Swift company. It has proved to be the latter, which means, in all probability, that the \$40 machine will be the standard low priced model of the leading makers, instead of the \$50 machine, as heretofore. A few concerns may hold aloof from the movement, but the logic of events will compel most of them to follow the example of Swift and Rudge-Whitworth.

It was the latter concern which a few years ago brought out a \$50 model and thus set the price for standard goods—an example which practically all of its competitors were obliged to follow.

How the Germans Gain Export Trade.

One of the reasons why German manufacturers are able to make such steady and enormous gains in exports, while other countries fall behind, is revealed by the clever nomenclature adopted for the new tires which the Continental Caoutchouc Co. has produced for the British trade. One of these is dubbed the Birmingham, another the Coventry, while a third—the cheapest grade of all—is styled the Courex. With these the big German concern proposes to become a factor in the British trade, now that the expiration of the Dunlop patents makes it possible for them to market tires in Great Britain. The familiar names of England's two greatest cycle manufacturing cities—Coventry and Birmingham—are thus linked to the new Continental tires—a conjunction which can scarcely fail to tickle English vanity to some extent.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

"WAKE" OF DUNLOP PATENT

**Big Dinner and a "Bonfire"—Mark Its End
—Developments Begin to Unfold.**

The dinner at the Hotel Cecil, London, on September 16, which was held to celebrate the death of the Welch patents on the British Dunlop pneumatic tire, was an elaborate as well as an original function. Four hundred of the chief figures in the British trade and press sat down to the banquet and listened to reminiscent speeches. At the stroke of 12, the hour at which the patent expired, a match was applied to the grant, which lay in a silver casket, by Harvey du Cros, and reduced to ashes, while the orchestra rendered Chopin's funeral march and a bell tolled its requiem.

With these singular and impressive ceremonies the British master patent on the Dunlop wired-on tire departed this earth. As was inevitable, the dinner was termed an Irish wake, and the truth of the simile was admitted by Chairman du Cros when, in giving the "elegy" of the Welch patent, he said:

"Here lies Welch; he was saddle or arch shaped; he rested on a median convexity; his boundaries were inextensible; he dies, and yet he lives, no longer for the few, but for the use of all.

"According to Irish custom, this is his wake; these are his ashes. But according to another Irish monumental legend, there arises from these ashes a phoenix. That phoenix is Dunlop, 'The manufacturer.'

"Welch is dead—Dunlop lives. He too is saddle or arch shaped; his median convexity is the world; his boundaries are extensible—may they extend.

"Long live Dunlop, the manufacturer."

In thus signaling the passing away of its trump card the Dunlop company was undoubtedly actuated by the desire to place itself in an advantageous situation from which to open the campaign to retain its commanding position in the British tire trade. Evidence accumulates that a most determined effort will be made on all sides to encroach upon the big tire company's preserves. Both at home and abroad plans have been laid to invade the territory heretofore controlled by the monopoly, and the latter undoubtedly has the fight of its life on its hands.

Outlines of the plans of these various concerns have been made public. The leading German concern, the Continental Co., has a representative in England and has prepared five different classes of Continental tires, all differing in price, for submission to the British trade. A special push is to be made on a cheap tire called the Courex. From France Michelin & Co. have entered the field, their first step being to open an English branch. Travellers have been appointed and are already submitting the company's propositions to the trade. English rubber makers have

not been idle, for the old-established house of Mackintosh is submitting a tire the chief feature of which is a fabric of unusual strength. This is demonstrated by tests the concern's representatives are making.

On its part, the Dunlop company has not let any grass grow under its feet. A reduction in price has already been made, and a universal rebate system for its subsidiary companies inaugurated; while its advertisements make plain its intention to make a play on the Doughty patent, which still has a long life. This patent covers the process of vulcanization used by the Dunlop company, and it is a singular concatenation of circumstances that makes this process one of the company's chief reliances, for it was only recently that the method of solutioning by hand was abandoned for the vulcanizing method, after the latter had for many years been consistently condemned as far inferior to the solutioning process.

Fouling Due to Over-rich Mixtures.

The fault of all but the most skillful drivers is to use too rich a mixture. This is not only wasteful of gasoline, and therefore unnecessarily expensive, but it brings in its train a number of other evils. When the mixture is too rich proper combustion does not take place, and the unconsumed portion of the charge is expelled from the combustion chamber after fouling everything it comes in contact with—the spark plug, the valves, etc. When it finds its way into the open air it leaves behind a visible trail of vile-smelling fluid, which is slow of dissipation and productive of uncomplimentary remarks on the part of other users of the street or road.

It is always a good plan to gradually reduce the supply of gasoline admitted to the that the mixture is impoverished. Then the supply should be increased very slightly, and in this manner the happy mean can be struck, to the manifest improved running of the machine.

Above all, the motorist should rid himself of the belief that a very rich mixture will result in better running. As already stated, exactly the opposite is the case. You are getting more heat and more fouling, but that is all. Air is as important a part of your mixture as gasoline; for without it the latter cannot be ignited, and it would accomplish very little if it could. It is always well to bear in mind, too, that too poor a mixture makes itself known at once, while if it is too rich you learn of the fact only when the harm, such as fouling, etc., has been done.

Man Power vs. Horse Power.

The usual estimate made of the amount of power a man can develop is too high. The usual estimate is one-sixth of a horsepower; taking a day's work of ten hours, a man can put out about one-ninth of a horsepower. For very short periods a strong man can develop possible a horsepower, but for such a period as even a minute a man who can develop three-fourths of a horsepower is exceptional.

BEGINNING OF THE MOTOR

**The Idea Dates Back More Than 200 Years
—Some of the Early Efforts.**

The earliest form of the internal combustion engine was, undoubtedly, the cannon. This engine of warfare exemplified a fairly efficient and scientifically accurate method of utilizing the latent energy in gunpowder for a specific purpose. In 1680 Huygens, the celebrated Dutch contemporary and rival of Newton, proposed using gunpowder in an engine for obtaining work, and ten years later Papin continued Huygens's experiments by exploding small quantities of powder in a vessel having escape valves, and in utilizing the resulting partial vacuum as a means of obtaining work. The results were naturally unsuccessful, and in themselves the experiments were based on a principal antagonistic to that of the successful cannon in which the gunpowder is burnt under pressure.

A century later, in 1794, Street proposed the use of turpentine vapor in an engine, on lines similar to those subsequently successfully adopted by Lenoir in his gas engine. Street's engine failed through faulty construction, and nothing more was done until Brown, in 1823, reverted to Huygens's residual vacuum experiment, but with no better success.

Ten years later Wright made a workable gas engine, but it was Barnett, in 1839, who made the greatest advance of any worker in that field by adding the initial compression of the gas to the methods adopted by Wright. There is no doubt that Barnett deserved commercial success, but apparently his mechanical skill, or more probably his financial means, were at fault, and the opportunity was lost. In 1860 came Lenoir, who, by means of greater resources, made the inferior non-compression engine a financial success.

After this stage in the history, such names as Beau de Rochas, Otto, Priestman, Daimler, Dugald, Clerk and others naturally suggest themselves.

Tips on Care of Tires.

Pneumatic tires should be kept in a temperature of about 60 degrees in a dark place, and, if possible, out of a draught, and should never be exposed to the rays of the sun before they are used (the sun has not so much effect upon tires after use); if they are, they will lose their elasticity and become brittle and small cracks will appear, which will gradually grow larger. Immediately after use pneumatic tires should be cleaned from wet and mud, and cuts in the covers should be closed so as to prevent water getting in and rotting the canvas, which is the cause of many bursts.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.
This is the fourth year that I have ridden this
wheel and would not trade it for a new one of
any other make. E. F. HAMMOND.

For Agency
Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



BECAUSE

They are made of new rubber and special made fabric, which gives resilience and strength.
Quality is never questioned.

One only, THE BEST.

If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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MINNEAPOLIS,
DENVER,
LOS ANGELES.

FISK RUBBER COMPANY,
Chicopee Falls, Mass.

THE BICYCLING WORLD

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 1, 1904.

Value of Demonstrations.

While it merely clothes in new words an old, old story, the communication from the Western rider which is quoted in another column calls attention anew to the value, as has so often been dwelt upon in these columns, of having a machine or two in stock for demonstration purposes.

Thousands of wheelmen are to-day using old-style bicycles only because they have never experienced the delight of riding machines with the improvements the past few seasons have developed. It is the actual trial of a new device that brings the desired results, and which does infinitely more good than all the talk or literature at the dealer's command.

A mistake that is too often made is that a rider may only try a new device in a very limited way. A ride around the block does no good. One must become accustomed to something that is new to him. Particularly is this true in regard to the coaster brake, two-speed gear and the motorcycle. With

the first two, several trials are really required before the rider obtains the experience necessary to use the device to the maximum advantage.

So it is, also, with a motorcycle. A half-mile ride up the road and back may or may not convert a man. At first he may be a trifle nervous, and think the machine unsafe, but a longer trip will bring out a great many new experiences.

To have a bicycle or two fitted with a cushion frame and coaster brake on hand requires no great outlay, and if the dealer watches for an opportunity to make the enthusiasts give these machines a thorough trial, he will not fail in making not a few converts.

There is no denying the fact that there are armies of wheelmen who would be riding something else if they were only thoroughly posted.

Stunting Motorcycle Sport.

Because of the intense desire to earn victories, nearly all manufacturers of motorcycles are sharing in a practice that is really stunting the sport.

With few exceptions, the makers have put together one, two or more machines fitted with larger motors than those commonly employed or which have been bored out and thus rendered more powerful, and, of course, speedier. These machines, used either by employes of the manufacturers concerned or intrusted to riders of particular promise or ability, have been ridden in numerous races and other events, and, of course, rarely have failed to defeat the stock machines. With the results of contests practically foreordained, the interest in them is reduced to a minimum, and there is small inducement or encouragement for men possessing stock models to compete. They naturally hold aloof, and small fields and "runaway" races are the direct outcome.

Perhaps, with rivalry so keen, it is too much to expect that manufacturers will "call in" and cease to use their special machines, but it will prove a happy augury for the sport if, in formulating its racing rules, the Federation of American Motorcyclists takes cognizance of the practice and so legislates that the great majority of motorcyclists, who must use stock machines, shall have a fair field, and that they may be encouraged to race and not, as is at present the case, have their desire or ambition wetblanketed. There is no sport for either competitors or spectators in runaway races and "sure thing" vic-

tories. The "special" machines should be required to flock by themselves.

About Selling "On Time."

Greatly shrunken as the time-payment business is by comparison with its former proportions, there is still a great deal of it done, especially in some sections. The chances are that it always will be done, for the very simple reason that, properly conducted, it is as safe as well as a profitable business, and one that could ill be dispensed with. The proof that it is safe is the fact that it is still done; if it were unsafe or unprofitable it would have been discontinued long ago, as the margin of profit to-day is all too small to stand any material losses. It is further to be said of the instalment business that by means of it sales are made that could not be made on a cash basis.

It is a cardinal doctrine with dealers who make instalment sales that collections must be looked after carefully at all times, and that the risk of loss is almost doubled with the coming of fall and the approach of winter. Then, if ever, debtors will wiggle out of their payments, and when this has happened once or twice there is little hope of doing anything with them until spring, except the extreme step of seizing the machine. This course is one that a dealer never likes to undertake save as a last resort, i. e., when he fears that there is no other way of recovering the money. If the standing of the customer was looked into properly before the sale was made there will be little doubt of either his desire or ability to pay; and the seizure of the machine becomes quite unnecessary. On the other hand, if the rider is merely disinclined to pay promptly, usually because he is unwilling to make sacrifices while he is unable to make use of the machine—i. e., during the winter season—he is not likely to interpose any strong objections to the temporary impounding of his machine. As for the dealer, what he wants is money, and the possession of the machine does not help him in the attainment of this object. If he is wise, therefore, he will not encumber himself with machines except where there is reason to fear that they will be made away with.

As few dealers possess the capital to finance any considerable amount of instalment business, they are naturally dependent on the assistance of the maker. The latter is usually willing to give this, only requiring assurances that the sales are bona fide, that the purchasers are honest and able to pay

and that collections are looked after sharply and promptly remitted. The dealer usually gives notes, based on the maturity of the time payments he has on his books; consequently, any failure of his customers to pay him promptly is as promptly reflected in his inability to meet his notes as they fall due. He thus is doubly impelled to see that his instalment payments do not fall behind. He meets his greatest difficulty beginning with October or November. It is then that the customer's desire to pay promptly weakens. As long as the riding season is in full swing he makes the necessary effort; but with its waning he becomes restive and disposed to procrastinate.

It is now that the dealer should begin to combat this feeling. Let him have before him a list of his instalment debtors, with the dates their payments fall due, and keep tab on them. Never let a payment lapse by one day without seeing the debtor and securing from him either the money or a promise of payment, together with an explanation of the remissness. Let him see that you are in earnest, that you want your money and must have it, and that it will not be possible to postpone payment until spring comes again. By doing so you will be able to keep your collections in shape and to settle your accounts with the maker, thus strengthening your credit and placing your standing beyond dispute.

Influence of the Air Tire.

Riders who have known nothing but pneumatic tires can have no conception of what the bicycle was in the pre-air tire epoch. Looking back to that epoch now, with the knowledge that has come to us since, we must in all candor admit that without the pneumatic tire the bicycle would never have been anything but the instrument of pleasure of an enthusiastic but inconsiderable portion of the population. Indeed, there are some who will go further and say that it could never have got much beyond the toy stage, and that its permanent use could have been insured only by a regular system of recruiting, whereby new young riders would take the place of the retiring older ones.

Be that as it may, it will not be denied that the pneumatic tire made possible the huge and abnormal increase in use of the bicycle that took place a decade ago. The public appearance of the Dunlop tire fifteen years ago—in May, 1889, to be exact—started the ball rolling, and that cycling needed a reinvigorating influence in those critical days is

only too well known to those of us whose recollection goes back so far.

Although, as stated, the Dunlop tire's appearance dates from 1889, it was not until two years later that it became a real factor in this country. During 1891 it was found on a considerable number of imported machines. It was the type of tire known in the language of the day as the "rag tire," so dubbed because it was built up of a number of linen cloths, solutioned together and having a separate inner tube and an outer cover of very thick rubber. Fitted to the current season's British machines, the latter sold freely at almost any price asked—\$150 to \$200 being the extreme range.

In spite of many glaring defects, these crude tires carried conviction of their immeasurable superiority to all who tried them. It became notorious that an unbeliever in the air tire—for there was vehement opposition to it on the part of a large portion of the trade and public, one opponent proving to his own satisfaction by facts and figures that it was really a detriment to speed and ease of running—must, if he would remain unconverted, refrain from riding a machine fitted with it. Those who tried it straightway became enthusiastic believers in it and sang its praises so loudly that henceforth there never was any doubt of its general adoption.

As a result, the next year, 1892, saw air tires fitted to all the leading American machines. They were not "rag tires," however. The three principal types which were thereafter to battle for supremacy in this country each came into practical use. They were the beaded edge detachable, the so-called hose-pipe and the cemented tire with separate and removable inner tube. These types were represented by the G & J, the Pope company's, Boothroyd and the Morgan & Wright tires, respectively. A single "rag tire," the now almost forgotten Thomas, completed the list.

Thus shod the bicycle marched on to its destiny, which was to make almost the entire civilized world a cycling camp. The crude 50-pound machines of that day, with their clumsy arrangement of spring devices, intended to carry off a portion of the almost unendurable vibration resulting from the use of "shoestring" tires, became the 20-pound springless featherweight that held almost every able-bodied person of middle age or under subject to its spell. The pneumatic tire made all this possible. Without it the bicycle would soon have ceased to be a practical

transportation vehicle. In changing from high wheel to safety it had lost much of its fascination for the young, without attaining a form capable of holding those of more mature years, and at best it could only have retained a transient and limited popularity.

Such is the debt the cycle owes to the pneumatic tire, the British patents on two of the principal types of which are expiring.

Motorcycles for Military Use.

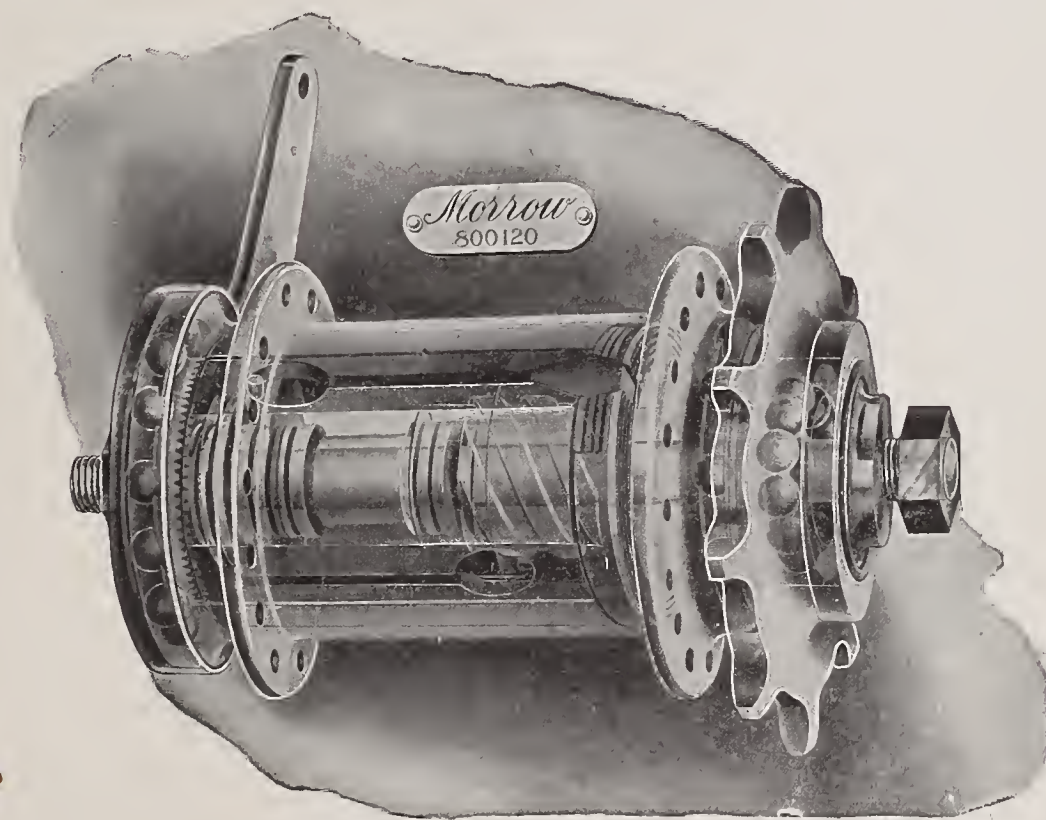
General Baldwin's recommendation to the War Department of a test of motor bicycles to develop their utility for military purposes holds hope, but little else. The head of the department is more ponderous and is possessed of a bigger paunch than any other man who ever filled the office. And men with paunches are not the sort who view with favor or eagerness anything suggestive of physical alertness or agility.

If this were not the case a well organized and well drilled bicycle brigade or corps would now be a part of the army, as it is a finger of the military arms of foreign nations. There is no possible room for argument that a small, light, swift, silent "steed" that does not eat, drink or become weary and will carry its rider anywhere, or that he may carry where it cannot go, is of real and peculiar value for military purposes. The swifter motor bicycle is in the same category. The foreign nations long since recognized the fact. But when the American army officials failed to turn the ordinary bicycle to advantage it is hardly likely that they will give serious heed to the one which employs a motor.

In this country, in both the regular and the militia establishments, it is the habit to make a military fad or fashion of whatever may be the popular fad of the moment, and, regardless of its true worth to the service, to abandon it the moment the fickle public wearies of it and puts it aside.

The unerring certainty with which events move in cycles is borne out in England by the latest drop in cycle prices. It is recalled that thirty-four years ago—in 1870—the standard price of bicycles was £8 18s, which is almost exactly the price of the new Rudge-Whitworth model, viz., £8 8s. From the wooden boneshaker of the 70's, with its iron tires, to the steel, pneumatic tired bicycle of to-day is a wondrous stride, and buyers need hardly question that they are receiving full value. From 1870 to 1895 prices steadily advanced, the highest notch being about £30.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

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THE WORLD BEATERS' RETURN

No Bands or Cheering Crowds Awaited Them—Lawson Talks Interestingly.

Marcus L. Hurley, of the New York Athletic Club; Iver Lawson, of Salt Lake City, and Oscar Goerke, of the National Athletic Club, of Brooklyn, returned to this country on Saturday last, arriving on the St. Paul from Liverpool. The two world's champions, though having accomplished an unparalleled feat in the history of cycle racing, were met by but a few personal friends when the ship docked.

Hurley will to-morrow ride a match race against some amateur, yet to be selected, at the Vailsburg track, and will then abandon cycle racing for good and all, to take up his studies in the Columbia University School of Mines. Lawson left for Salt Lake City on Wednesday, where he will remain for a few days. When in Salt Lake City, Lawson will receive the diamond medal for which a benefit race meet was held at the Salt Palace track on September 18.

Lawson's next race will be in Australia on Christmas Day, when he meets Major Taylor in a special match race. He will leave for Australia on either the 20th or 28th of October. If he goes on the earlier date, he will sail from Vancouver, but before leaving New York he said he thought it likely that he would sail from San Francisco on October 28, as that boat would be but two or three days later than the other in arriving at Australia. In spite of the fact that the Australian cycling authorities have refused to remove McFarland's suspension, Lawson said he thought the Californian would go to Australia and endeavor to have his suspension changed to a fine by personally going before the council. In speaking of Hurley's victory in the amateur championship, Lawson said the New York Club's rider was the luckiest man in the world, as it was generally thought by the foreign racing men that Hurley could not win on account of his arrival so soon before the races were run. So far as Hurley's riding ability is concerned, Lawson said: "He is absolutely the best amateur that ever straddled a bicycle."

The day after he had won the final heat of the championship at London, Lawson received almost fifty telegrams from cities in France, Germany, Holland and Belgium, imploring him to visit the cities and race or ride an exhibition, and telling him to name his own price. He said that if he had realized what the winning of the world's professional championship meant to a rider, he would have gone to Europe four or five years ago and remained there and tried for the honor every year. The firm whose bicycle he rode gave him \$500 and the tire concern presented him with fifteen pairs of racing tires. In addition, he received all sorts of offers from theatre and circus managers, and has many offers to race in Europe next sum-

mer. He was not sure whether he would race in this country next year, but thought it likely that he would again go to Europe.

"There is almost as much money in one race there sometimes as you can win here in the whole season," was his explanation. "Why, in the Grand Prize of Berlin the first prize amounted to 4,000 marks, which gave me almost \$1,000, and it would take a whole lot of firsts on the N. C. A. circuit to amount to that much, especially when you have to divide up with so many. Over there there is no splitting of prizes, and the racing is not nearly so hard, as there are not the hard handicaps which are run so much at Vailsburg and Manhattan Beach."

He stated that he and McFarland were still partners, and would be, so far as he was concerned, as long as he raced on a bicycle. He seemed especially pleased at the wonderful showing he had made after he lost his "sea legs," and remarked that he had shown a few of his friends and many of his enemies that he could win races without McFarland at his elbow to tell him what to do. He said that the Californian had taught him many things, but called attention to the fact that in 1901, when he was not teamed with McFarland, he had been able to win a few races. He joined the circuit that year at Syracuse, when Kramer and Taylor each had 26 points, and Lawson scored more points from then on in the championship races than either of his great rivals.

Hurley Won Once in Paris.

On September 11, the day after the conclusion of the world's championships, in London, all the cracks went over to Paris, and in the evening fought their battle over again on the Buffalo track. The results bore no resemblance to those of the London events, however, neither Lawson, Ellegaard nor Mayer being able to compete in the final of the "Grand Prix de Neuilly," as the race was styled.

Marcus L. Hurley, however, easily won an amateur event, Oscar Goerke, his countryman, being second.

Ellegaard Signs for Australia.

During the coming season in Australia the American invaders will not have such an easy time of it, for Ellegaard, world's champion in 1901, 1902 and 1903, and second in this year's race, has signed one of the biggest contracts ever made with a bicycle rider, agreeing to undertake a four months' racing tour in Australia. The actual conditions of the deal are as follows: The Dane receives \$4,000 and all prizes he may win; also a first class return ticket for himself and his wife, who accompanies him. Both were billed to sail from Marseilles yesterday.

Walthour's Pacer Trounces Two Has-Beens.

"Gussie" Lawson, Walthour's chief pacer, has decided to enter the racing game himself, it is reported. At any rate, he recently got up in Paris against the once mighty Michael and Contenet and trounced them both easily.

THE LAY OF O'CONNOR'S LEG

Which Tells How a Motorcyclist "Tumbled" to the Simplesness of Farmer-Folk.

Until Thursday of last week John J. O'Connor, the elongated captain of the Hartford (Conn.) Motorcycle Club looked upon the honest farmer as the simple, unoffending and gentle individual of the picture books. O'Connor's heart went out to him whenever he read the stories of the "red devils" and "whizz wagons," which caused the farmer to quake with fear and his horse to climb telegraph poles.

Being a motor bicyclist, the Hartford man knows something of the ways of automobiles. He had been too often crowded almost off the road by the snorting terrors not to at least partly appreciate the farmer's fears.

Since Thursday last, however, O'Connor's heart does not go out to the simple farmer as it used to do, nor does he believe him as simple as he looks. On that day he had occasion to visit Berlin, Conn. The county fair was in progress in Berlin, and the town was filled with the horny-handed sons of toil and their wives and children and horses. The air was redolent of pumpkins. As the odor increased, denoting proximity to the fair grounds, O'Connor reduced his pace to a walk and fairly crawled on the strip of the road at the right hand side, which the generous agriculturists left for the use of other than their own teams. Near the entrance to the fair grounds, a "buzzwagon," by the cruelty of fate, was stalled. A gentle—perhaps gloating—farmer, coming in the opposite direction, pulled out to pass the disabled automobile, and, although O'Connor was in plain sight and there was enough room for him to do so, he made small effort to avoid him. The farmer was going at a pace which, had he been driving an automobile or motorcycle instead of a team of horses, any "b'gosh" constable would have sworn was equal to twenty miles an hour, although, as a matter of fact, it was nearer ten or twelve. With the automobile on one side and the farmer's team on the other, O'Connor had no choice. The team crashed into him, and fifteen minutes later, when the captain of the Hartford club came out of dreamland, he found his clothing badly rent, his body badly bruised and one knee so badly injured that it took a doctor's examination to prove that no bones were broken. The brake farmer did not stop to take account of the damage he had done. He whipped up and made off just like the hateful drivers of the "devil wagons," the thoughts of which haunt his dreams.

O'Connor has since been confined to his home in Hartford, and, as he looks ruefully at a long leg, usually lanky but now swollen to twice its natural size and the color of an eggplant, his thoughts of farmers are not as kindly as once they were. He is considering having the leg photographed that he may have an "Exhibit A" to produce when the lawmakers and other dear friends of the simple rustic trot out those old, familiar tales of frightened horses and fleeing motorists. O'Connor thinks it would be evidence that will prove that motorcycles at least require protection from the grangers and their nags.

EXCITEMENT AT VAILSBURG

Black Dove Runs Amuck and Kramer, in a Huff, Refuses to Ride.

Under other circumstances, the most exciting chapter of the Vailsburg meet on Sunday last might well be entitled "The Fluttering of a Soiled Dove." Fortunately, or unfortunately, however, the particular Dove concerned is of a crow color, and, although "whitewashed" by the N. C. A. after having grossly soiled the amateur rules the kalsomine was not thick enough to offend the real thing in doves or to conceal the inkiness of his hide. He is Dove only in name, and of markedly African persuasion. The antics he performed rarely have been witnessed at a race meet. He acted like an untamed Hottentot, and did not subside until he reached the police station. There were plenty of other incidents in addition to the regular list of races, but Dove's antics furnished most of the excitement. Marcus L. Hurley, of the New-York Athletic Club, and Iver Lawson, of Salt Lake City, winners, respectively, of the world's amateur and professional sprinting championships at London the first week in September, were at the track, as was Oscar Goerke, of the National Athletic Club of Brooklyn, who made the trip to London with Hurley. The two champions did not don their racing clothes, but Goerke did, and won the ten-mile amateur handicap from scratch. Hurley and Lawson were walked along the track in front of the grandstand and bleachers and introduced to the spectators by Announcer Burns. When he explained to the crowd that Lawson was world's champion there were cries for Kramer, and he finally came out and was introduced as the American champion. Kramer made himself rather unpopular by refusing to compete in either of the professional events. He was very much dissatisfied with the refusal of Referee C. M. Wills to disqualify John Bedell for his alleged foul riding the previous Sunday, and said he would not ride if Mr. Wills acted as referee. The track manager refused to change the referee, and so neither Kramer nor Fenn rode in either of the cash prize races.

Dove's contribution to the afternoon's entertainment began in the middle of the ten-mile amateur handicap. The race had twenty-three starters, with Goerke, Rupprecht, Mackay, Zanes, Billington, Coffey and Dove as the scratch men. There was a special prize offered for the leader at the end of the first five miles, and Ashurst, Rupprecht and Dove all determined to have a try for it. Rupprecht and Ashurst were leading on the backstretch, where Dove began to sprint. The negro was at Rupprecht's side just before they reached the eighth pole, when Rupprecht swerved his rear wheel into Dove with enough force to spill the negro on to the track. Dove was thrown with his head toward the advancing riders, and he put up his

arms to protect himself, but, luckily, no one ran into him. As quickly as he could get his feet out of the pedal straps Dove arose and ran back along the track, with the intention of striking Rupprecht when he came around again. One of the Coburn brothers tried to stop Dove, but failed, and it looked as if he would be the cause of a bad accident, as he was crazed with anger. Robert Hunter, the former racing man and motor pacemaker, was standing near the beginning of the backstretch, and he ran up on to the track and intercepted Dove. The latter struck at Hunter, but he seized him around the neck and the pair tumbled off the track on to the grass in the inclosure.

Two policemen had started across the field when they saw Dove run along the track, and they reached him soon after Hunter had pulled him off the track. They separated the two combatants, and two of Dove's friends carried him to the training quarters, escorted by the policemen. Dove was bleeding from several cuts on his head, which he said had been made by Hunter kicking him after he pulled him off the track. In the training quarters Dove found an iron bar, two feet long and an inch thick, with a couple of heavy nuts at each end, and he announced his intention of "getting even" with Hunter by means of the bar. The bar was taken away from him, but he escaped the vigilance of the officers and ran across the field in search of Hunter. When he found the latter he did not attack him at once, but stopped for some verbal abuse. While he was squaring off at Hunter he was again seized by two policemen, but jerked away from them and struck at Hunter. The officers grabbed him again and handled him rather roughly while taking him back to the training quarters. He refused to be quieted, and when he had dressed was arrested and taken to the Vailsburg lockup.

In so far as the racing was concerned, surprises were the order of the day. Beginning with the quarter-mile open amateur, for which most of the spectators thought Ashurst had the best chance, the events were won either by "rank outsiders" or by riders who, perhaps, were as much surprised at their own victories as were the majority of the spectators. Rupprecht, who had fouled Dove and been the indirect cause of Dove's reversion to savagery, had won the special five-mile prize and the third place at the end of the ten-mile handicap, but was deprived of both through his disqualification by the referee. The quarter-mile open amateur contest was divided into three heats, with but two to qualify in each heat. Goerke was a post entry in the first heat, and though he was less than twenty-four hours off the ship that brought him back from England, he won the heat, while Spain, the negro, defeated Billington for the place. Zanes and Coffey were the best pair in the second heat, and Ashurst and Rupprecht outsprinted Mackay, Franks and Dove in the third heat. Ashurst had been winning most of the quarter-mile races at Vailsburg recently, and he was accounted

the winner of the final. He was quickest to get up speed, and led the procession from the time they struck the first turn until he was very near the tape. Zanes and Rupprecht, however, passed him a few feet from the line, and Zanes won from Rupprecht by three inches, with Coffey a very close fourth.

In the ten-mile amateur handicap the seven scratch men worked well together, and the field closed at two and one-half miles. Michael Ferrari had been one of the limit men at 350 yards, and had sprinted and caught the scratch men in the first lap, but he could not "hang on," and was forced to drop back to the other limit men after riding half a mile. McCallum, the Irvington-Millburn winner, was riding alongside of Mackay just before the end of the fourth mile, when he fell and knocked Mackay down with him. When Rupprecht led as the fifth mile was ended, Ashurst had been within three lengths of the big Bay View Wheelman, and when the latter was disqualified Ashurst received the special five-mile prize. Rockowitz won the special lap prize with seventeen laps to his credit, and Marnello, of Newark, won the second lap prize with eleven laps. Goerke did not make any effort to lead at any of the laps, but contented himself with keeping a good position well toward the front all the time. When the bell rang he was near the front, and he won the race from Franks, of the Bay View Wheelmen, by a length and a half. Rupprecht was third over the line, and Kuehne fourth, but Rupprecht's disqualification gave Kuehne third prize and Spain fourth.

The "recruits" were very much in evidence in the professional races, two of which were handicaps. These were at a mile and a quarter of a mile, and had been arranged for the special purpose of affording Champion Kramer an opportunity of breaking his own world's record of 0:28 2-5 in the quarter and McFarland's world's record of 1:49 in the mile. But promoters propose and champions dispose, for Kramer would not make a try at either record. Lee and Limberg were the only new professionals to qualify for the final heat of the quarter-mile race, Limberg having the limit mark of forty-five yards, and Lee starting ten yards back of the Californian. John Bedell and Krebs, at fifteen yards, were the virtual scratch men. Limberg rode from the crack of the gun as if he needed the money, and kept to the front until within a few feet of the tape. Lee overtook him as he neared the line, and won from him by half a length. Krebs was third until almost over the line, but Fogler just managed to defeat him. Krebs strode up to the referee after the race and tried to protest almost all of his opponents, but the referee "shooed" him away.

The mile handicap had twenty-two starters, with five at the limit mark of 180 yards, and Root and the Bedells, the virtual scratch men, forty yards from the tape. Signor Mario Rossini, of Italy, added \$10 to his bank account by winning the first two laps, with Schwab leading when the bell rang. Again

did Limberg lead until near the tape, only to be "jumped" near the line, this time by Charles Kastendieck, of Brooklyn. The latter's victory was a very narrow one, as he won by less than a foot. Schwab outsprinted Schlee in the straight and won the third prize from the recent member of the National Turn Verein racing team.

Root and John Bedell were the only pair to declare "team work" in the half-mile consolation, but Menus Bedell secured the position back of his brother at the very start, and won out in the final sprint. Charles Helbronne, a chronic novice, caused a spill in the final heat of the novice handicap by trying to push one of his opponents out of the way. Summaries:

Half-mile novice, handicap—Won by Fred Zapke, Elton team, New York (65 yards); Milliard Downs, South Orange (20 yards), second; Herman Schubert, West Hoboken (35 yard), third. Time, 1:03 4-5.

Quarter-mile open, amateur—Won by James Zanes, Newark; Edward Rupprecht, Bay View W., Newark, second; Alfred Ashurst, Bay View W., Newark, third; Mike Coffey, Newark, fourth. Time, 0:30 4-5.

Ten-mile handicap, amateur—Won by Oscar Goerke, National A. C., Brooklyn (scratch); Charles Franks, Bay View W., Newark (100 yards), second; H. M. Kuehne, New York (300 yards), third; A. C. Spain, Bloomfield (200 yards) fourth. Time, 23:55. Five-mile winner, Ashurst.

Quarter-mile handicap, professional—Won by William R. Lee, New York (35 yards); Carl Limberg, San Jose, Cal. (45 yards), second; Joseph Fogler, Tribune team (25 yards), third; Floyd Krebs, Tribune team (15 yards), fourth. Time, 0:28 2-5.

One-mile handicap, professional—Won by Charles Kastendieck, Brooklyn (160 yards); Carl Limberg, San Jose, Cal. (140 yards), second; Oscar Schwab, Greenwich, Conn. (140 yards), third; Charles Schlee, Newark (140 yards), fourth.

Half-mile consolation, professional—Won by Menus Bedell, Reading Standard team; John Bedell, Reading Standard team, second; E. F. Root, Columbia team, third. Time, 1:03.

Rupprecht and Dove Suspended.

Edward Rupprecht, of Newark, and M. T. Dove, of New York, the principals in the row at Vailsburg last Sunday, will not be able to compete in races for some time to come. The N. C. A. board of control has suspended Rupprecht for thirty days, while Dove's suspension is an indefinite one.

How They Thanked the Prince.

H. R. H. Prince Henry of Prussia has accepted honorary membership in the Union of German Motorcyclists. The fact was made the occasion of a considerable demonstration—a relay motorcycle race from Stuttgart to Kiel, the riders carrying to the Prince a letter of thanks for the "great honor" he had conferred.

INTERCITY RIVALS RACE

Chicagoan Wins by a Wheel at Milwaukee After Dietz's Pedal Dropped Off.

Owing to the intense rivalry that existed between Chicago and Milwaukee wheelmen, some unusually fine racing was witnessed in the second road race promoted by the Milwaukee Cycle Dealers' Association, held on Sunday last.

Joseph Dietz, a brother of John Dietz, Milwaukee's new star, proved that John does not possess all of the family's speed by winning the event in 33:56 from the 7-minute mark, with Paul Valentine, also a Milwaukee rider, and who had a 7½-minute handicap, second. Dietz and Valentine rode together throughout the whole race, and after reaching the crest of Undertakers' Hill fought their way to the tape, Dietz leading by two yards. Truman Curtis, a youngster from Marquette College, with a handicap of 8 minutes, was third.

John Dietz, Milwaukee's favorite, and H. Hultgren, a representative of Chicago, were the scratch men, and after a strenuous struggle for the time honors, in which the course record was broken, provided the most exciting finish of the day.

The two riders fought their way up Undertaker Hill together and dashed down the final stretch with the Milwaukee man slightly in the lead. About forty yards from the finish Dietz, still leading, lost his pedal, and Hultgren won by a wheel. The time, 30:07, is 2 minutes and 32 seconds faster than the former record, held by Dietz. E. Miller, of Chicago, a 3-minute man, won third time prize in 31:55.

Besides the interest that was centered on the place and time prizes, there was still another contest within the race that held the two factions in suspense. Each city was represented by a veteran. Charles L. Schofield, of Chicago, a member of the House of Lancaster in the English peerage and fifty-nine years old, was pitted against William Valentine, forty-nine years of age, from Milwaukee.

Schofield had the limit, 9 minutes, and Valentine 8½ minutes handicap. Valentine defeated the scion of English nobility by a rather wide margin. The two riders landing the fourth and tenth place prizes, respectively, which tends to show that age is not such a serious drawback in cycle racing as is generally supposed.

Walter Sanger again had the job of firing the pistol.

Summaries:

| | Handicap. | Time. |
|--|-----------|--------|
| 1—Joseph Dietz | 7 min. | 33:56 |
| 2—Paul Valentine | 7½ | 34:26½ |
| 3—Truman Curtis | 8 | 35:21 |
| 4—William Valentine..... | 8½ | 37:00 |
| 5—William Stelzner..... | 7 | 35:40 |
| 6—Walter Stark | 9 | 37:41 |
| 7—Edward Schmidt..... | 4½ | 33:20 |
| 8—E. Miller | 3 | 31:55 |
| 9—Edward Schrader | 9 | 38:14 |
| 10—Charles Schofield | 9 | 38:15 |
| John Oed (5½), 33:27; Mike Flynn (9), 39:05; | | |

Herman Hultgren (scratch), 30:07; John Dietz (scratch), 30:07½; William Saefke (7½), 37:39; Fred Schmitz (5½), 35:46; E. H. Clasen (8½), 38:49; R. Raddatz (5), 35:23; A. Zanders (8), 38:24; Oscar Koeppe (1½), 32:16; Henry Stenzel (2½), 33:17; Frank Moratz (8), 38:51; Charles Schottler (9), 39:54; Frank Hurst (4½), 35:34; Albert Baerwald (4½), 35:36; Sig Oleson (1½), 32:38; Charles Koppe (2), 33:08:30; Arnold Dietz (3), 34:24; W. Wendzinski (6), 37:44; R. Huennekens (9), 40:56; Dinny Schmidt (3½), 35:35; C. L. Firnhaber (4), 36:07; John Holfelder (6½), 38:00; Allan Hoffman (4), 36:12; G. Bruemmer (6½), 38:43; E. Blum (scratch), 32:16; Robert Smith (7½), 39:54; Eugent Schroeder (8½), 41:00; Edward Fath (6), 38:38; Edward Bauer (8), 40:51; E. Goerke (6½), 39:22; Charles Schmidt (6½), 39:25; Fred Stenzlaff (7), 40:15; V. J. Konsalik (1), 34:17; E. J. Magnuson (1), 34:33; William Bobart (7½), 41:04; John Krueger (5), 39:10; Bert Seaman (5½), 40:35; Louis Jungbek (7½), 43:28; Fred Mortison (6), 42:12.

Time prize winners—H. Hultgren, 30:07; John Dietz, 30:07½; E. Miller, 31:35.

Hanson Makes a Clean Sweep.

C. Hanson made a veritable clean sweep of the meet given by the New Jersey division of the Century Road Club of America at the Guttenberg track, Weehawken, N. J., last Sunday, by winning all three of the handicap events from scratch.

Summaries:

One-mile handicap—Won by C. Hanson (scratch); C. Todd (20 yards), second; F. Miller (20 yards), third. Time, 2:37.

Two-mile handicap—Won by C. Hanson (scratch); F. Peterson (scratch), second; C. Todd (75 yards), third. Time, 5:43.

Five-mile handicap—Won by C. Hanson (scratch); G. Hidley (400 yards), second; M. Drennan (500 yards), third. Time, 14:28.

Novelty race—Won by F. Peterson; F. Miller, second; G. Eagan, third. Time, 4:40.

Half-mile consolation race—Won by F. Blatz; W. Davis, second; G. Mesmin, third. Time, 1:16.

Dove Fined and Lectured.

When Dove, the negro racing cyclist, was arraigned before Recorder Jaeger, of Vailsburg, last Monday for creating a disturbance at the bicycle track the day before, he luckily escaped with a five dollar fine. After imposing the fine the Recorder made the following remarks:

"The next time you come before me on such a charge I will send you to jail; in fact, that is exactly what I will do with any rider who creates a disturbance on the track in the future. The sport in itself is clean, but a disorderly person can and does make it unclean, so that the public becomes disgusted, and will justify me in being severe in such cases. Kindly remember that, and tell your friends."

Dove pleaded guilty to the charges, which action resulted in the recorder being more lenient than he evidently had intended to be.

“LOST TWO YEARS’ LUXURY

Rider Laments That Only an Accident Revealed the Joys of Modern Improvements.

“Well, I have just missed about two years of cycling luxury,” writes a well-known Western rider. “Four years ago I purchased my last machine, an ordinary fixed gear National, which gave me excellent service up to a few days ago. In fact, it was never in a repair shop, and the tires were the only parts that needed replacing. I liked its design, and had grown so attached to it, that I would never pay attention to arguments about the later improvements. I derived so much pleasure out of my machine that I scarcely gave the newer models a thought.

“Several weeks ago I had the misfortune, or rather the good fortune, as I call it now, to break a rim in an accident. With depressed spirits I took the wreck to the local agent for repairs. It was late Saturday evening, and impossible to repair it in time for the Sunday run.

“‘Ever tried a cushion frame or coaster brake?’ he asked me. I replied that I had not and did not think it worth while to try a new machine simply for these devices, particularly so late in the season.

“‘Well,’ he replied, ‘you won’t have anything to ride to-morrow, so you might as well take this machine out on the road and see how you like it.’

“After making several adjustments I took the bicycle. At first the give in the frame seemed peculiar, and the coaster brake made the machine feel somewhat out of control, but I concluded to give the thing a thorough test, so I selected the roughest paved streets en route home; car tracks were taken at their worst, but all I ever felt was a delightful rocking sensation. The coaster brake, too, I began to think not half bad, and by the time I reached home I felt that I was being converted in spite of myself.

“The next morning I was almost eager to take the machine out on the roads. There were some theories about cushion frames, absorbing power, etc., that needed trying out. I need not describe the run, but it was the most enjoyable that I ever experienced. I never thought the difference could be so great. The theories about cushion frames and coaster brakes, absorbing power and slowing the machine were knocked into the proverbial cocked hat, for I went up all the hills just the same as I always did, and my pace was as fast as it ever was. The only difference was that I felt a great deal better than usual at the finish of the ride. The next day I ordered a new machine, with all the latest improvements, cushion frame, spring fork and all, and added that I wanted it in a hurry. Now I regret that my old bicycle did not collapse long ago, and only wish there were some way to force the large number of riders, still mounted on the “bone-

shaking” fixed gear types to give the latest improved bicycle a thorough trial.”

The Samaritan’s Big Tool Bag.

“Every one laughs at that big tool bag of mine,” remarked the rider who had a veritable small repair shop strapped to his bicycle. “But I guess I’ve had my share of laughs at other fellows’ expense, and earned their thanks at the same time,” he continued. “I never need all of the stuff I carry, I’ll admit, but it often comes handy. Thus, I ride double tube tires, and carry a very complete single tube tire outfit. I always keep my machine well oiled, so never need the oilcan that I carry. But, often I go riding with companions who do not carry a kit but ride with



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their tools in their pockets. Usually, when they puncture or something happens, they find that just what they need most they forgot to put into their pocket. I became so tired of hearing such expressions as “I wonder what became of that big plug,” or “What did I do with my plyers?” etc., and the time-delaying process of devising makeshift repairs, that for my own convenience of not having to wait for them I concluded that the best plan would be to carry it for them. You may laugh at the idea, and say it’s poor policy to discourage the practice of a rider carrying his own tools, but I can’t help that, and I save time and trouble for myself by doing so.”

And the good Samaritan in disguise said it all as if he really believed it.

Seven Witnesses Against Burrows

The testimony of seven witnesses landed Jack Burrown, twenty years of age, in jail on the charge of having stolen a bicycle from in front of the Masonic Temple, at Wheeling, W. Va., last week. Burrown emphatically denied the charge, and is being held for the grand jury in default of bail for \$2,000.

PLACING THE TIRE PLUG

Success of the Repair Depends on Having it Properly Seated and Cemented.

One feature of single tube tire repairing that should be thoroughly understood by all riders of that type of tire is the proper setting of the plug. The method of operation is simplicity in itself, and it is surprising that so few riders appreciate the importance of a properly made repair to give the subject the study it requires.

To begin with, the hole should always be burned out, and this can easily be done on the road by holding a stout wire or nail in the flame of the lamp by means of the plugging plyers.

In setting the plug patch, care should be exercised to make sure that it is perfectly free from dirt, and that the cemented surface lies flat against the inner surface of the tire. This can be successfully accomplished after inserting the plug by pushing in the nozzle of the cement tube alongside of the plug and forcing in an abundance of cement. The plug must then be revolved many times by grasping it by the projecting stem, so as to spread the cement thoroughly and evenly before inflating the tire. This is a very important point in the repair of single tube tires, and should never be omitted. The plug used should always have as large a patch surface as can be pushed through the puncture, should be tapering toward the edge and be of good, soft rubber. Any other kind of plug has no tenacity, and will not hold permanently.

The exercise of proper care in estimating the size of plug required is of great value. A tire is often condemned when a plug does not hold, when in reality the fault lies in the lack of care and inefficient repairing material used. A plug with a tapering edge or bevel patch is the only kind fit to use, and the patch should in all cases be as large as the aperture in the tire will admit of inserting. A mistake too often made is the application of a thick plug with no patch base.

Single tube tires can be repaired easily and permanently only when care and proper materials are employed.

Place Bells Inside the Bar.

Wheelmen who display sufficient ingenuity to place their bells on the inside of the handlebar, instead of on top or in front, are few indeed. Yet the sole cause of so many bells becoming cracked and out of order is the great amount of knocking they receive.

Every time a wheel falls or is rested against anything hard it is generally the bell side of the bar that is turned in, and as a consequence the bell soon shows the effects. This is entirely obviated if the bell is placed on the inside, as then the bar protects it. Another point that should be borne in mind is to place the bell on that side of the machine, so that the lever extends in the direction of the grip, when it can easily be operated by a simple downward pressure of the thumb.

THEY RODE FOR RIBBONS

To Provide Medal for Lawson—Salt Lake Ends Season in Fitting Style.

Lawson stated that the Americans had been well received abroad, their victories in London earning unstinted applause.

While the East probably will fail to show appreciation of the splendid performance of Hurley in the world's championship, and the South, in the absence of the wonderful Walther, has not had a chance to acclaim him, the cyclists of Iver Lawson's home city already have given abundant evidence of the pride and appreciation they feel.

The meet given at Salt Lake City on the evening of September 18 was evidence of the fact.

No money was in sight for the speed merchants, who rode as hard, if not harder, than ever to provide good sport, and all of the gate receipts, except 15 per cent, which went to the "big mitt" of the show people who control the track, and who insisted upon this even after the purpose of the meet was explained to them, and that the money was to be used to purchase a diamond medal to award to Iver Lawson, the world's champion, and who calls Salt Lake City his home. Although a threatening evening followed the rain of the afternoon, a big crowd, bubbling with enthusiasm, turned out to make the meet a big event.

This was surely a demonstration that is a credit to the cyclists of Salt Lake City and to the pastime.

The feature of the programme was the team pursuit race between five men, captained by W. E. Samuelson, and a similar number under the guidance of Floyd McFarland. Samuelson's team won first honors after a speedy brush lasting two miles and two laps. McFarland's associates could not stand the hard going, and the Californian was compelled to ride alone for more than half a mile. Samuelson's team mates stuck with him and pulled the Provo rider within striking distance, when he went out and passed his rival by a fine sprint. The time was 4:43.

Hopper won the quarter-mile dash in brilliant style, nosing out Hoffman close to the tape. It was a vigorous sprint all the way, and the time was the fastest made at the saucer this year. The men covered the distance in 291.5 seconds. This is not the world's record, Frank Kramer having recently placed the figures at 283.5 seconds at Vailsburg.

Iver Redman landed first place in the pursuit race after a vigorous ride. West did not understand the conditions of the race, and tacked on to Redman's rear wheel for several laps that caused him to be disqualified. Frank Schnell came in second and Wilcox third. Distance, 10 laps. Time, 2:30 2-5.

McFarland rode an exhibition mile behind

Chapman's motor, in 1:27 2-5. Owing to the slippery condition of the track, fast going was extremely dangerous.

The mile handicap, amateur, went to Carl Redman, with Castro a close second and Nadel third. It was expected that Nadel was going to win this event, but he barely landed in the money, after occupying a forward position throughout. Time, 2:06 3/4.

Summaries:

Team pursuit race between McFarland and Samuelson—Won by Samuelson. Distance, 2 miles 2 laps. Time, 4:43.

One-quarter mile dash—Won by N. C. Hopper; Frank Hoffman, second. Time, 0:29 1-5.

Amateur pursuit race—Won by Iver Redman; Frank Schnell, second; S. H. Wilcox, third. Distance, 10 laps. Time, 2:30 2-5.

One-mile handicap, amateur—Won by Carl Redman; Fred Castro, second; Nadel, third. Time, 2:06 3/4.

Only a small crowd turned out, owing to the unfavorable weather at the meet held on the evening of September 20. Some of the professionals objected to riding owing to the small crowd, but they had signed a contract, and the referee gave them the choice of riding or being fined or suspended, or both, in which event they chose the former.

The ten-mile lap race, professional, furnished much amusement. There was a long string of riders, including Samuelson, McFarland, Hopper, Hoffman and Downing. Some of the slow professionals did a little wise team work, and beat out the fast ones. McFarland soon got enough and dropped out. Hopper, Williams, Hollister and Achorn jumped out early in the race, and stole two laps while Palmer held the bunch back. Samuelson and others tried hard to regain the lost ground, but failed.

Hopper won in the final sprint, being followed by Williams, Hollister, Palmer and Achorn in the order named.

The final of the half-mile open professional went to Samuelson, with Hardy Downing second.

Summaries:

Quarter-mile dash, amateur—Won by Fred G. West; C. Redman, second; Fred Castro, third; H. Weiser, fourth. Time, 0:31.

Half-mile open, professional, final heat—Won by W. E. Samuelson; Hardy Downing, second; Frank Hoffman, third; N. C. Hopper, fourth. Time, 0:57 2-5.

One-mile amateur handicap, final heat—Won by C. Redman (scratch) H. Weiser (40 yards), second; F. Castro (30 yards), third; F. G. West (scratch), fourth. Time, 2:03 1-5.

Ten-mile lap race—Won by N. C. Hopper; Saxon Williams, second; C. L. Hollister, third; W. Palmer, fourth; J. E. Achorn, fifth. Laps—Williams, 8; Palmer, 6; Hopper, 27; Achorn, 11; Leyland, 7; Hollister, 20. Time, 22:45.

The last meet of the season, on the evening of September 23, brought forth a big crowd, thrilling and hair raising finishes and a hotly contested motorcycle race, and was a fitting climax to a successful season's racing.

Chief interest centred in the final of the mile open professional. Samuelson and McFarland, riding in different heats, both won and qualified for the final, and they were the magnets that held the breathless interest of the crowd gathered around the saucer's rim. Williams was put in to pace the race, and he did his work well. If there were any combinations, they failed to materialize, as McFarland caught the pace, with Samuelson on his rear wheel. Palmer came up on the second lap to second position, throwing both the cracks back one place. In this position the men rode until near the tape for the sixth lap. Here Samuelson went out, but the wary Californian was ready for him, and accepted the open challenge to measure speed unaided or unassisted by any team mates.

As this pair unlimbered they opened up a gap on the rest of the bunch, and the crowd went wild on seeing these rivals put forth their best efforts. For half a lap they rode neck and neck, and then McFarland forged to the front, leaving Samuelson stranded high on the bank. Downing, Hoffman and Hollister, in the order named, caught the Californian's rear wheel, and McFarland, without ever halting for an instant, pulled the whole crowd to the tape, two laps away, leaving Samuelson several lengths behind.

McFarland was given an ovation, but hardly greater than the one given Hopper a few minutes later, when he beat Samuelson out for first in the consolation race.

In the five-mile motorcycle event a killing pace was set from the crack of the gun. It was soon apparent that the struggle would be between Samuelson and young Heagren, and again the latter demonstrated that he can beat anything on the track in that kind of a race. At one time he was a quarter of a lap behind Samuelson, and several times he tried hard to go around Samuelson, each time failing. Chapman and Staley were soon out of it entirely. Heagren allowed his machine to drop back for a few yards, and then he leaned low and let the machine take its course. After tearing around the steep track for a mile or so, he gained the lead and was never headed, winning by several lengths.

Summaries:

Three-quarter-mile handicap, amateur—Won by Frank Schnell (80 yards); C. Redman (scratch) second; E. Haliday (70 yards), third. Time, 1:29 2-5.

One-mile open, professional—Final heat won by Floyd McFarland; Hardy Downing, second; F. Hoffman, third; C. L. Hollister, fourth. Time, 1:56 4-5.

Three-mile lap, amateur—Won by C. Redman; F. G. West, second; I. Redman, third; F. G. Castro, fourth. Laps: Larson, 1; Lindgren, 5; Heagren, 1; Castro, 1; Mills, 2; Redman, 7; Weiser, 5; Wilcox, 1. Time, 6:23.

Half-mile consolation, professional—Won by N. C. Hopper; W. E. Samuelson, second; Saxon Williams, third; W. Palmer, fourth. Time, 0:58 1-5.

Five-mile motorcycle race—Won by E. B. Heagren; T. M. Samuelson, second. Time, 6:40 1-5.

TACKS SPOILED GREAT RACE

**International Motorcycle Contest Declared
"No Race"—Every Tire Was Punctured.**

Tacks caused the initial race for the international cup offered by the Motorcycle Club de France to end ingloriously.

In the race, which was run on Sunday last, 25th ult., over the Dourdan, France, course of 275 kilometres, Demester, of Paris, riding a Griffon, finished first, but the result was so manifestly a matter of luck that the contest was annulled.

France, England, Germany, Austria, Belgium and Holland were the countries represented, but the tacks were so numerous and so judiciously distributed that no competitor escaped. All of them, including Demester, sustained at least one punctured tire; others of them punctured repeatedly.

Who sprinkled the tacks on the road can only be conjectured. The cablegram announcing the result naively adds that "the local gendarmerie have been invited by the committee to take some action in the matter of the tacks."

When the Saddle Squeaks.

Puzzling noises are often finally traced to the saddle. In some saddles, the springs are liable to rub other parts and cause a slight squawk, which is easily gotten rid of by touching all points of contact with a drop of oil. But there is another kind of squawk afflicting some saddles, often louder than that caused by springs, the closest inspection failing to reveal any points where friction can be expected to take place:

Under these circumstances, one may feel quite sure that the noise comes from an infinitesimally slight movement of the leather on the framework of the saddle. The application of a little oil between the leather and framework generally eliminates the noise, or, at all events, till the oil has dried out and needs replenishing.

Time to Consider Clothing.

Now is the time of the year when the touring cyclist must exercise a little care and precaution in the matter of wearing apparel to obtain the maximum of enjoyment.

The mornings and evenings may be so cool as to warrant quite heavy garments, which may become uncomfortable after the rider is under way, or toward the middle or afternoon of the day.

Light woollen underwear or a full jersey suit are the most healthful and most comfortable undergarments of outdoor exercise. Wool has the property of thoroughly absorbing all moisture and thus prevents that unpleasant chill which is experienced when a rider has perspired in the middle of the day and is then exposed to the cool air of the evening.

Another good plan is to strap or tie the coat on the handlebar if the middle of the day is

warm, so as to lessen perspiring as much as possible, for it is moist undergarments that are most uncomfortable and conducive of colds in sudden changes of temperature.

Walthour Loses, Then Wins.

After the superb form he displayed in the world's championship at London quite a change of form was experienced by Walthour on September 7 at the Buffalo Velodrome, Paris. After defeating such cracks as Bruni, Albert Champion and Brey in an hour's paced race, his chances in a three cornered match, in which he was pitted against De Guichard and Darragon, looked decidedly in his favor, but he suffered defeat twice in succession.

The next day, however, he more than made good his losses, when he met Darragon and Simar in a fifty-kilometre race. Not only did he completely turn the tables on Darragon, who could only finish a bad third, but he also beat Simar by a little over a lap, after the latter had held the lead and made a great fight for more than three-quarters of the distance.

Tigers Race on the Road.

What is described as "one of the cleanest and best contested road races of the year" was that of the Tiger Wheelmen, five-mile handicap on the Valley Stream-Lynbrook (Long Island) course last Sunday. It was the first of a series of three races for the handsome silver loving cup offered by the president of the club, H. A. Glieman. The club rode to the course 28 strong (including two ladies), of whom 22 competed in the race, which was won by R. Muller (1:00) in 16:40. E. Hoffer (1:00) was second, in 16:40 2-5; H. Hintze (0:30), third; A. Judge (2:30), fourth, and C. Nerent (scratch), fifth. Nerent and Van Den Dries had a rare dust up for time prize, the former winning by three lengths in 15:08. In addition to the points scored for the trophies, the three first men will receive prizes in each of the three races and the time man a gold medal.

Army Test of Motorcycles.

The motor bicycle test proposed by General F. D. Baldwin, commanding the Department of Colorado, United States Army, has not yet been considered by the War Department, but meanwhile General Baldwin is evidently arranging for a trial on his own account. The Hendee Mfg. Co. promptly availed themselves of the opportunity, and offered to place an Indian motor bicycle at his disposal. The offer was accepted by wire, which volunteered the additional information that the test would take the form of an endurance run from Fort Logan, Colorado, to Albuquerque, N. M., and return.

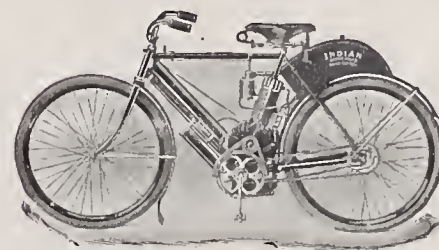
Thirty-five Veterans Ride Centuries

The veterans' invitation century run of the Century Road Club Association at Chicago last Sunday brought out thirty-five participants. The same rules as governed the New York run recently were followed. One of the riders, Andrew Clausen, was sixty years old and has ground out forty-two centuries.

Very Many

of those
who now
ride

INDIANS



formerly
rode motorcycles
of
other makes.

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Why they made
the change.

The reason is
interesting—and
instructive;
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Where Walthour's Win Caused Gloom.

Gloom, the real, thick article, settled heavily on the Germans when Robert Walthour made a brilliant winning in the "Grand Prize of Europe" at Friedenau, Berlin, on September 11. For when Walthour crossed the tape a winner there was perfect silence; the band did not play and even the big wreath of honor which the winner usually is required to sling around his neck like a horse collar was not tendered him, although it was on the ground.

Walthour literally rode rings around his opponents, who were Robl, the German crack; Piet Dickentmann, of Holland, the long distance champion of the last three seasons, but who did compete in the recent world's championship, and Tom Hall, of England, who has a record of forty-two miles within the hour behind a motor without wind shields. Hall's motor was not equipped with wind shields, and this virtually put him out of it.

At the crack of the pistol Dickentmann had the lead. Within a few yards of his back tire came Hoffmann, with Walthour in tow, and then Robl with his tandem. This was the order lap after lap, Danglard, with Hall, guarding the rear at a respectful distance from the main body. About five minutes after the start Robl summoned up his energies for an attack on Walthour, who responded by beating him off, and at the same time reducing Dickentmann's lead. To encouraging shouts Robl made up his mind for a second attack, which occurred on the thirty-seventh lap, when he made a rush at the American, who again fought him off. Then Robl took it easier and dropped back somewhat to prepare himself for the third attack, which he made with desperate vigor a few kilometres later on, but was met with an equally desperate resistance. Dickentmann changed pace. Walthour's third rebuff to Robl had the effect of quieting the latter down, for on the completion of the fortieth kilometre he was half a lap behind. Dickentmann was still a flying Dutchman.

In the early 50's he created a sensation by overlapping his great German rival, who almost immediately received a similar dose

of humiliation from Walthour. The interest now centred itself on America and Holland. Try as he might Bobbie couldn't get by Piet, who hung on to the lead for all he was worth. Dickentmann's second team of pace-makers came out, and he changed pace once more. Suddenly Walthour took the lead from the Dutchman. Then, as if the American had rid himself of an incubus, he shot ahead, overlapped Robl for the second time, and was hard in chase of Dickentmann, overhauling him, too, before the times for the seventy kilometres were announced.

Walthour's time for the 100 kilometres stood at 1:23:48, Dickentmann being 970 metres behind and Hall 9,500. The winner's time might have been better but for the wind blowing across the track.

Bicycles at Cattle Show.

Several bicycle events on the dirt track at the Peabody Cattle Show, Lynn, Mass., on September 20, provided good sport. Elmer E. Collins, a local rider, enthused the crowd by winning his heat by a whole lap in the half-mile race, but in the final he did the lion's share of the pacing, and was unable to do better than finish third. Matt Downey, of Boston, won in 1:11 4-5. S. Holbrook was second.

In the final of the two-mile handicap Collins soon caught the limit men from the 80-yard mark and again set the pace for the greater portion of the race. Stoughton trailed Collins and beat him out in a sprint comprising nearly the whole of the last lap. Downey was second and Collins third. Time, 5:04 3-5.

The five-mile motorcycle event was a fight between C. A. Libby, of Lynn, and L. A. Stoughton, the former winning by a close margin in 10:52. Hall and Bachelder finished third and fourth, respectively.

Summaries:

Half-mile open, final heat—Won by Matt Downey, Boston; S. Holbrook, second; Elmer E. Collins, Lynn, third. Time, 1:11 4-5.

Two-mile handicap—Won by Stoughton; S. Holbrook, second; Elmer E. Collins, Lynn (80 yards), third. Time, 5:04 3-5.

Five-mile motorcycle, final heat—Won by C. A. Libby, Lynn; L. A. Stoughton, second; Hall, third; Bachelder, fourth. Time, 10:52.

Hackensack's Old-fashioned Meet.

One of those good old fashioned meets that were the order in the early days of cycling, and which was surcharged with local interest, was run on Saturday last on the local driving track by the Hackensack (N. J.) Wheelmen. There was a race for boys, one for motor bicycles and two for the pedal pushed kind, all confined to Bergen County riders. Of the events the ten-miles, for the Senator Ramsey trophy, in which the limit man caught the backmarkers and held onto them, aroused the most excitement, but the motor bicycle event was the real thriller. It was run in three heats, and two "special" machines finished one, two, but it afforded real sport and left some of that bad feeling between certain of the contestants that means more sport of the sort. H. L. Marsh, vice-president of the F. A. M., who is organizing a motorcycle club in Hackensack, became so enthused that he threatens a motorcycle meet on the same track before snowfly. Summaries:

One-mile handicap—Won by G. C. Zann (90 yards); S. L. Van Dusen (70 yards), second; E. C. Husenflugh (150 yards), third. Time, 2:19.

Ten-mile handicap—Won by H. Gulickson (600 yards); G. W. Harry (375 yards), second; A. Burke (275 yards), third. Time, 26:30.

Five-mile motorcycle (three heats of two miles each and final)—First heat won by N. Prentice (Marsh); time, 3:15. Second heat won by H. Y. Bedell (Rambler); time, 3:19. Third heat won by C. Giffin (Rambler); time, 3:25. Final heat won by H. Y. Bedell (Rambler); N. Prentice (Marsh), second; C. Giffin (Rambler), third. Time, 7:03.

New Englanders' Double Century.

Weather conditions that would cause most riders to remain at home did not prevent twenty-five aspirants for the golden bars from making a start in the C. R. C. double century run from Boston, Mass., last Saturday evening.

During the trip to Providence only a drizzle was encountered, but after that it rained hard, and fifteen of the riders retired after completing the first century.



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(Trade Mark, registered April 30, 1895.)

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I have concluded to sell
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trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers,
or from A. SCHRADER'S SON. Price List and description
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FOR SALE—1903 Holley Motorcycle. Practically new; guaranteed in perfect condition; tandem attachment. Room 516 Mills Bldg., Washington, D. C.

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CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patent.

770,460. Coaster Brake. Charles Glover,
New Britain, Conn. Filed July 16, 1903.
Serial No. 165,783. (No model.)

Claim—1. In an apparatus of the character described, a wheel hub, bearings therefor, an extension from said driver, a rotatable friction device between said extension and the interior of said hub, a frame or cage mounted on the driver extension and preventing lateral displacement of said friction device, said frame having limited rotative movement of said extension, a cam on said extension coacting with said friction device to couple the driver to the wheel hub when the former is rotated forwardly, a non-rotatable sliding friction device within said hub, and means between said driver extension and said non-rotatable friction device, whereby the latter is moved into contact with the interior of the hub when the driver is rotated.

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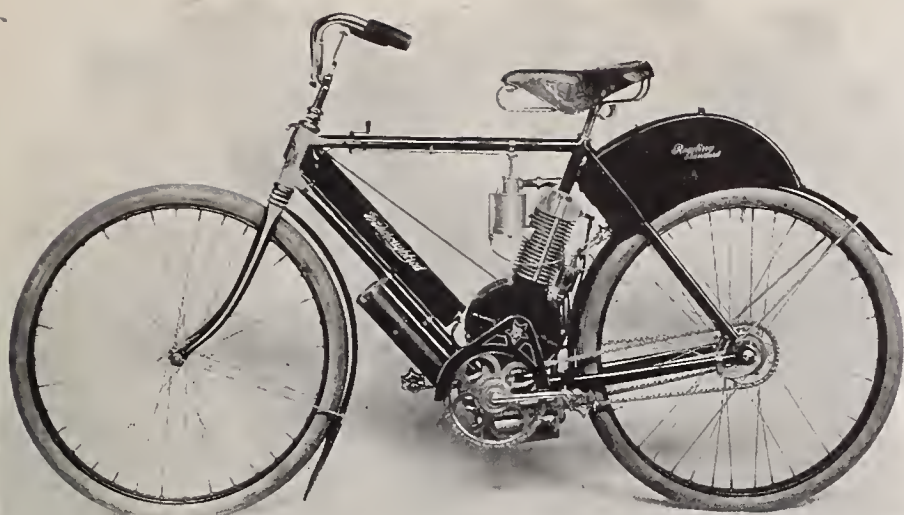
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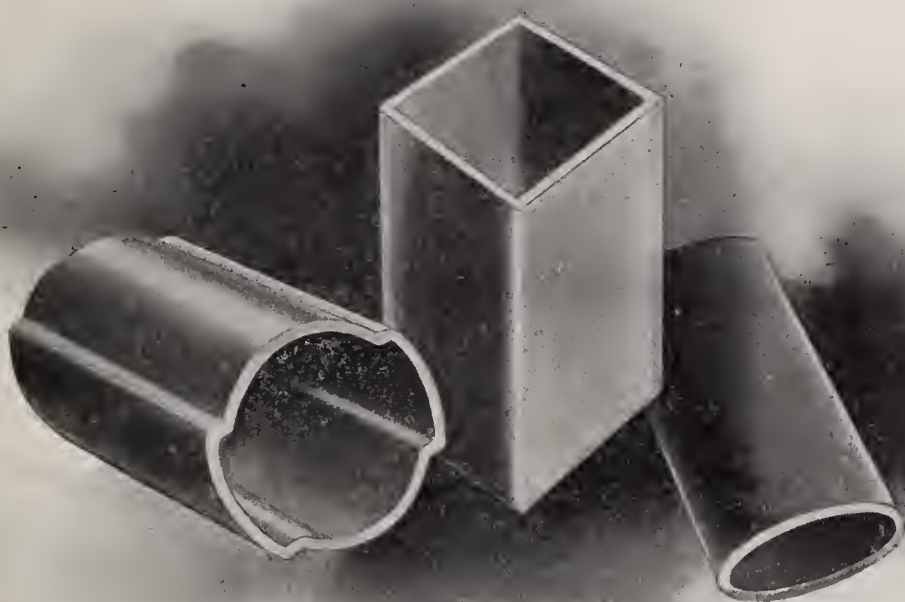
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—cheaper tubing can't be sold,
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Will ship as specified, but just
now we'll take a limited num-
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and get the advantages now
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THE STANDARD WELDING COMPANY, - Cleveland.

Western Representatives, McCLERNAN & ORR, Chicago.

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AUTO-BI

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, October 8, 1904.

No. 2

FISK SUCCEEDS FISK

Reorganization Follows Acceptance of Assignee's Offer—Dunn is President.

On Saturday last The Fisk Rubber Co., Chicopee, Mass., a corporation of that State, took over the Fisk Rubber Co., of the same place. Harry T. Dunn, general manager of the old company, is president of the new one, and Alfred N. Mayo, treasurer.

Mr. Mayo is the same who acted as assignee of the Fisk Rubber Co., of which he was the largest creditor. The slight change of name and the new order of things signifies that his generous offer to the creditors has been accepted, as was expected would prove the case, and that the company is again on its feet. The discharge of the assignee is practically the only formality to be observed.

The capital stock of the new corporation is \$600,000, of which \$300,000 is 6 per cent cumulative preferred, both as to dividends and assets in case of liquidation. Stockholders of the Fisk Rubber Co. are to receive in exchange for their shares 100 per cent par value in the preferred stock and 100 per cent par value of the common stock of the new corporation. Both the preferred and the common stock have equal voting power. All creditors to the amount of \$100 or more will be paid 5 per cent in cash and 100 per cent in stock of the new company; all claims of less than \$100 will be paid in cash. Fifty thousand dollars, par value, of the preferred stock is to be retired annually, or the whole or any part of it may be retired at any time at par and 6 per cent interest.

It was on October 13, 1903, almost one year ago, that the Fisk Rubber Co. made its assignment, which, strangely enough, was due directly to an excess of prosperity. It was doing too much business for its capital. It was one of those embarrassments to which it would be shameful to apply the term "failure." Everything about it was clean, apparent and above board, and practically every creditor was sympathetic and well disposed. This feeling was cemented by the liberal offer of settlement made by the assignee,

the text of which is as hereinbefore given. It assures the creditors more than 100 cents on the dollar.

The new company thus starts with ample capital and a huge goodwill account, and the prosperity which smiled on its predecessor also has been inherited, and with proper bulwarks. Evidence of it is apparent to all who visit Chicopee Falls. There a big addition to the plant, a new machine shop and a new office building are all in course of erection, and so far advanced that they doubtless will be completed by November 1.

Buffum Becomes Sales Manager.

Edward Buffum, for many years the New England representative of the Kirk and the Snell Mfg. companies, now operating as the Consolidated Mfg. Co., has been appointed sales manager of the bicycle department of that company, and has, of course, removed to the factory at Toledo, Ohio. It is in the nature of a deserved promotion that should prove of mutual benefit. Buffum knows bicycles and motor bicycles from the ground up, and is one of the men who has not been carried off his feet by the automobile wave. He is well known, cordial, earnest and likable, and has practised what he preached—cycling. For the last year or two he used either a bicycle or a motor bicycle in calling on his New England trade, and so soon as he was able to throw away the crutches that he was required to use as the result of being run down by an automobile while astride his Yale motorcycle, in July last, he promptly returned to its use.

Hartford Revives Old Rumor.

The familiar and oft repeated rumor that the executive offices of the Pope Mfg. Co. were to be removed from New York to Hartford was revived in the latter city last week and caused some premature rejoicing. When seen, however, Manager Walker quickly gave it its quietus.

"There is absolutely no foundation to the report—that is, so far as the immediate moving of the offices is concerned," he said, and added: "I will say, however, that in all probability the offices will be returned to Hartford some time in the future, but it will not be for a while yet, as the New York officials have quite a long lease on the offices where they are located."

BUYS B. G. I. BUSINESS

Standard Spoke & Nipple Company Now Owner of Well-known Pedal Lines.

The well known Star and Bridgeport pedals are now the possessions of the Standard Spoke & Nipple Co., of Torrington, Conn.

For several months that company has been negotiating for their purchase with the Bridgeport Gun Implement Co., but it was only recently that they were able to reach an agreement. The deal, however, has been formally concluded, and henceforth the pedals will be made and marketed by the Torrington concern. It is to be added that they could not have passed into better hands. The facilities of the Standard Spoke & Nipple Co. are unsurpassed, and their intimate identification with the trade assures that both the Star and the Bridgeport will, if anything, gain by the new arrangement.

In passing, it may be remarked that the Standard Spoke & Nipple Co. really occupies a unique niche in the trade structure. While practically all other concerns during late years have been lopping off or otherwise contracting their lines, the Standard has been steadily making acquisitions and enlarging its sphere. To spokes it added toe clips, then a two speed coaster brake, and now pedals, and all of them articles of genuine merit.

Hendee Gets Control of Brooks.

As the result of the splendid satisfaction they have given this season on the Indian motor bicycle, the Hendee Mfg. Co. have secured the rights to the exclusive sale in this country of the Brooks motorcycle saddles. The arrangement includes all such saddles now made or that may be made for a term of years. These saddles are now the only English article of a cycling nature imported into this country.

England Still Losing Ground.

The British export trade, like America's foreign business, shows no sign of improvement. The month of August, the returns for which are now available, simply added to the year's loss. The shipments for the month attained a value of £58,044, as against £68,683 in August of the previous year.

FINDING THE COMBINATION

Two-Speed Gears Suited Him, but the Selection of the High was a Puzzle.

How do I like the two-speed gear? is a question that has been put to me a great number of times, and for the good of cycling and cyclist it merits more than a word of mouth answer.

I have now ridden my bicycle since the early part of last year; in fact, it was one of the first bicycles fitted with the two-speed gear. Since then I have ridden in a great many localities, and over all kinds of roads, and I have yet to find a place where the changeable gear is not a distinct advantage.

As every experienced rider knows, the question, What is the correct gear? has ever been one which he could only answer after a long series of experiments and careful observations, and even then the result will lie within certain limits—that is, what is too high for one locality may be too low for another, and even over the same road the condition changes. One day the road may be in fine condition; the surface is fast, there is no mud and the rider is at his best; we may say that 80 is the gear most suitable for him today. Two weeks later, perhaps, he will take a ride over the same road, and recent rains have rendered the surface soft and yielding; there is a hard head wind to combat and the 80 gear is too high, and a 68 would be about right this time. Thus a gear about midway between these limits is the one most suitable for average all-around riding.

I had pretty well solved the problem, and found that for my own use something near to 75 gave the best results in the long run. Then came the introduction of the two-speed gear, and with it the problem, What is the correct combination? Sixty-eight was the low gear offered, and 82, 92 and 101 were offered as options for the high ones. As there are but very few hills, or places, where I cannot ride a 68, that suited me for the low gear, and I desired nothing smaller. I knew that I would coast long before I would pedal the 92 uncomfortably fast, so it was manifest that I had no use for anything higher, and that disposed of the 101. To select the 82 or 92 for the high gear, I found I could not decide by any reasoning process. The 68 would be too low for slight up-grades, or on the level with a head wind, and here I could use an 82 to better advantage, but not a 92. Slight down grades, fine level roads and the wind from the rear would greatly favor 92. Thus, I could not tell which gear would give the best results on the average, and, as the regular equipment was the 92, I decided to try it, although it seemed a very big gear for my riding.

Now, while the 68-92 combination has given

me much better results than any single gear that I ever tried, I believe that I will obtain still better results by dropping the 92 to 82.

Often I have found that the pedal motion of the 68 was too fast, but on throwing in the 92 that would be a little too high. In other words, there are many slight grades and levels where my 68 was too low and the 92 too high, and that here an 82 would fit to a nicety. What should be aimed at is to select a combination which will give, as nearly as possible, a uniform pedal speed, with the forward motion of the rider as the variable quantity, thus on upgrades the rider should be pedalling, as nearly as possible, at the same rate that he does on the levels and gentle descents.

With my combination I have found that I rarely pedal quite as fast with my big gear as I do with the other, except, perhaps, on very slight down grades, or on the level with a stiff wind on my back; then it is the ideal, but these conditions are only rarely met with. In short, there is danger in having the two gears too far apart. This year the makers offered 56 and 68 for the low and 70, 82, 92 and 101 for the high gears. I should say that the 56 and 70 would be the combination for a rider who has been accustomed to a low gear, 68-82 for the average rider, and any one who is accustomed to a very high gear and would desire the 101, should choose for the low gear nothing smaller than a 74. Some riders, who have never ridden the device, have the impression that, when a low gear is wanted, it should be as low as possible, and whenever a high gear can be used, it can hardly be too high; but this is a great mistake. Any one who would select a machine with a 56-101 combination would find that the former would always be too low and the latter too high; the device would be a distinct disadvantage, and worse than useless with the gear ratio so far apart.

With my 92 gear I invariably found that I would coast before pedalling very fast, and am positive that I would never have any use for anything higher than that.

One of the greatest advantages of the two-speed gear is, that it affords an adjustment to the rider's muscles under varying conditions of road surface, winds, gradients and condition of the rider, and this feature is wholly lost when the gear ratio is too far apart.

G. L.

No Pope Factory in Japan.

From somewhere or other the story arose that the Pope Mfg. Co. contemplated the establishment of a factory in Japan. It gained such credence, around Hartford, at least, that Manager Walker felt called on to deny that any such idea was entertained. He said the rumor probably originated from the fact that the company's twenty-seven travelling men are making ready to start out, and that one, who is going to the Far East, will take a mechanic with him to demonstrate the machines.

HE WAS A CHEAP DEALER

When Asked to Rent Machines, his Charge Astonished the City Rider.

"I do not believe in boosting prices because I am not in the business, but there are men in the bicycle line who do not get as much for their wares as they might, in spite of the fact that the general cry of dealers is that cyclists will not pay anything for what they want."

Thus spoke a veteran of twenty years' riding experience to a *Bicycling World* man out in New Jersey recently. He continued:

"When I was on my vacation at the seashore this summer with my family, I had all our wheels with us, but last month I went to the mountains for a week with my wife, and did not think it worth while to take our wheels along. When I got there, however, I found that a bicycle would be a mighty handy thing to run to the village with, as it was only a mile away and hardly worth hitching up a horse for.

"I went to the only bicycle shop in the village and found it closed. I went to where the owner lived and could get no tidings of him. Half an hour later I found him sitting in the postoffice gossiping. I wanted to hire two bicycles for myself and wife for a week. I expected that we would get them cheaply, say, about \$3 apiece.

"The bicycle dealer wasn't sure whether he could accommodate me or not, but finally handed over a couple of creaks of jobbing wheels which were rusty and dry, but not so bad after all. The tires on both of them remained hard all the week. One of the wheels had a coaster brake that sometimes was and sometimes wasn't. I would be coasting downhill at a good clip when all of a sudden the coaster would go out of business and I would be nearly lifted out of the saddle by the pedals acting as on a fixed gear. However, the wheels were good enough for the purpose, as I said. When I asked how much the rent would be for a week the dealer replied, 'Two dollars.'

"'Two dollars apiece?' I asked. 'No,' he replied, 'two dollars for both.'

"That was cheap enough, wasn't it? I told him so as I handed over the two simoleons. That chap might just as well had \$6 from me, and then I would have thought I was getting off cheap. The trouble is, he did not distinguish between his local customers and visitors from the city. He was not alive to the fact that visitors to the country for pleasure expect to pay for things. Yet that man is seldom at his shop, and sits around the local store complaining that business is poor. His stock is not kept in good condition, and when he has a chance to do business he seldom is ready. I don't want that chap to charge me any more next time, but he might take the tip and soak the other city visitors a little harder."

DILG LOSES A POINT

Patent Office Decides for Keiper in Hard Fought Ball Retainer Case.

The long pending and hard fought litigation over the patents on ball retainers has been advanced another stage as a result of a decision handed down by Commissioner Allen and reported in the current Patent Gazette.

The case came up on an appeal from the decision of the examiners in chief affirming the decision of the primary examiner in the rejection of the following claims "as being unwarranted by drawing or description and therefore that they embody new matter":

14. A ball retaining device for ball bearings consisting of a ring-shaped portion or base having a series of standards springing from one edge thereof only and provided with sector-shaped or flaring angularly arranged extensions, whereby suitable spaces are formed for receiving and confining the balls between adjacent standards.

15. A ball retainer consisting of an annular base portion and a series of integral parts extending from one edge only of said base and having flaring portions arranged at an angle thereto, whereby suitable spaces are formed for receiving balls which are sprung into said spaces and confined between said parts.

16. A ball retaining device for ball bearings, consisting of a ring-shaped portion of base having a series of standards springing axially from one edge thereof only, and terminating in sector-shaped or flaring angularly arranged flanges or extensions, whereby suitable spaces are formed for receiving and confining the balls between adjacent standards.

"These claims are copies of claims in a patent granted to Keiper, No. 686,617, November 12, 1901, and were confessedly introduced in this case for the purpose of obtaining an interference with this patent," the Commissioner goes on to say.

"Although the question to be determined is not one of interference in fact between these parties, still, to determine clearly the meaning of these claims and whether they are warranted by Dilg's original disclosure, it will throw light upon the question to be determined to consider their meaning when referring to the construction shown by Keiper, from whose patent they have been copied.

"Both Keiper and Dilg seek to improve ball retainers or spacers within which balls of a ball-bearing are mounted and which prevent the balls from coming in contact with each other. In both constructions there is a body portion or ring having a series of standards and provided with angularly arranged extensions to form suitable spaces for receiving and confining the balls.

"The differences between the two constructions and the reason why Dilg's disclosure does not form a foundation upon which to make these claims appealed are clearly set

forth by the examiners in chief in their decision. The claims expressly call for a construction where the ring-shaped portion or base has a series of standards 'springing from one edge thereof only.' Dilg's drawing shows two series of standards, each series springing from opposite edges of the ring. His disclosure does not warrant a construction having a "ring-shaped portion or base having a series of standards springing from one edge thereof only." Another positive requirement of these claims is that the angularly arranged extension of the standards be 'sector-shaped or flaring.' Keiper shows such a construction wherein this peculiar arrangement of the ends of the standards performs a very useful function in the combination set forth in his claims. When attempt is made, however, to read these claims upon the construction shown and described by Dilg it is found that instead of having the ends of his standards 'sector-shaped or flaring' they are pointed or tapered.

"The decision of the examiners in chief, therefore, in holding that the appellant's application contains no warrant for the allowance of these claims is affirmed."

Poor China.

It will surprise most members of the trade to learn that China is being made use of as a dumping ground for the surplus stock of American high bicycles! The item comes from Shanghai, and has the authority of *Bicycling News*, which proceeds to preach a homily on the evil of foisting obsolete patterns on the unsuspecting and defenceless Chinese. It is not stated whether these high bicycles are fitted with pneumatic or solid tires; it would also be interesting to know who is supplying them.

Dunn Heads for the Pacific.

Harry T. Dunn, sales manager of the old concern and president of the new Fisk Rubber Co., is now en route to the Pacific Coast. As he has made the trip annually for a number of years, the trade on the Coast knows Dunn almost as well as he is known in this part of the country.

Damage Coming Over Again.

A. W. Gamage, the big London accessory dealer and jobber, is en route to the United States on his annual business trip. He is looking out for any especially attractive lines.

The Retail Record.

Lewiston, Idaho—Hamblen Bros.; fire; total loss.

Decatur, Ill.—O. O. Crane; sold out to O. G. Peabody and W. I. Lundy.

With \$7,500 capital, the Neal, Clark & Neal Co., of Buffalo, has been incorporated under New York laws, to manufacture bicycles. The incorporators are O. L. Neal, H. B. Clark and B. E. Neal, all of Buffalo.

DON'T LIKE BRITISH CYCLES

South African Riders Find Them Too Light for the Veldt Roads.

Great Britain's colonies do not let patriotism influence them unduly. It was only a short time ago that the Australian Cyclist was quoted in these columns to show why British-made cycles had lost their hold on Australian riders, and now comes "South Africa," which tells a somewhat similar story of the unsuitability of British machines for African roads and riders.

The English manufacturers are making the mistake of not building the machines heavy enough to withstand the rough usage which they are subjected to in the new colonies, it says. There is a large demand all over South Africa for British-made cycles of a high grade, but only a few of the leading manufacturers appear to have realized the fact that a machine which is perfectly well adapted to English roads may be altogether unsuitable to the rougher highways of the sub-continent. The result during the past year has been a large increase in the importation into South Africa of British-made "parts," which local machinists put together and convert into a cycle of a nondescript pattern, to which they attach a name of their own invention. These cycles, nevertheless, are quite as likely to give satisfaction to the purchaser as those imported in a complete state from the Old Country, for, although the tires may be of an orthodox pattern, the framework is heavier than that of the average English-made machine, and better able to withstand the concussion consequent upon being ridden over rougher roads than the British cyclist is ever called upon to encounter.

Prices, too, are abnormally high in South Africa, according to "South Africa." A really good bicycle, put together by a local engineer, will cost from \$125 to \$150 in Pretoria and Johannesburg, while a motor bicycle of good quality can hardly be purchased for less than \$300.

Ripper Disappears; Creditors Mourn.

Victor E. Ripper, the head of the Electric City Cycle Co., Buffalo, whose creditors asked that he be declared bankrupt, and charged dishonest practices, is now among the missing. He is said to have disappeared overnight. A. A. Fenyvessy, his partner in one of the four stores that Ripper conducted, is among the chief mourners. He intimates that Ripper included forgery in his varied "accomplishments." The list of creditors is a long one, in which banks figure for large sums, one, it is said, to the amount of \$20,000. Ripper, true to his name, did a spread-eagle cut-price business, and had few admirers in the cycle trade. He is said to have had three "failures" and one "clean sweep" fire to his "credit."

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency
Terms address

NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

DEALERS ASK WHY FISK TIRES DO NOT PUNCTURE AS EASILY AS OTHERS.



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If you want satisfied customers, buy FISK Line of Bicycle, Motor Bicycle, Carriage and Motor, Single or Double Tube.

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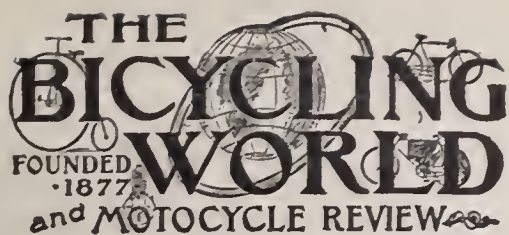
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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 8, 1904.

Mud Guards.

There are mighty few riders who will bother with mud guards, even during the fall and winter. They appear to prefer being spattered with mud and water to fitting any of the permanent or detachable guards that are on the market and can be readily procured. No amount of talk avails to counterbalance this indifference, which is so deeply ingrained as to be almost ineradicable.

In the minds of American riders this aversion to fittings not absolutely necessary has become a sort of a fetic. It had its origin more than a dozen years ago, when they became emancipated from the yoke imposed on them with the coming of the safety bicycle. The high wheel had been Spartan in its simplicity. Two wheels, a frame, handle bars and pedals formed almost its sum total, and riders gloried in that fact and were almost a unit in condemnation of any move to encumber it with fittings of any kind. But with the safety a new era began. Such devices

as brakes and mud and chain guards were fitted, and soon came to be regarded as a necessity, and were swept away only when the demand for lightness arose and carried everything before it.

Looking back at it now, we cannot be sure that the movement was not carried too far. That the American bicycle is a fair weather machine will scarcely be denied. But that America, or much the greatest portion of it, is a fair weather country is equally indubitable, and this being true, it would be little short of folly to rig up and ride rainy weather machines for fine weather riding. But with the coming of October, and from then on until, say, March, fine weather conditions do not rule, and it is an open question whether it would not be policy to prepare for both the good and the bad, instead of taking it for granted that we shall encounter only the former.

During the fall and winter rains are more frequent and the sun is less powerful, consequently the roads remain wet instead of drying out quickly. Patches of mud are frequently encountered even when the main portion of the road has become firm and hard, while in shaded and sheltered places dry spots are the exception rather than the rule. After running through a few of them both rider and machine become pretty thoroughly bespattered.

A set of mud guards will go a long way in the direction of remedying this state of affairs. A few riders make it a practice to equip their machines with them at this period, and never take them off until April or even May, when dry roads may once more be confidently reckoned on. But the great majority even of those who ride throughout the winter do so with their machines in a mud guardless condition, and thus add very materially to the disagreeableness of the winter season.

When, as is now the case, it is possible to obtain light, efficient guards that will fasten securely to almost any make of machine, the uselessness of this is apparent.

The Matter of Lamps.

Now that daylight ebbs early in the evening, the thoughts of many riders turn to the subject of lamps. It is often a question with a rider as to whether to buy a gas or an oil lamp. The disadvantages of the gas lamp over the oil variety is chiefly that it requires a greater share of attention, besides it is larger, and therefore heavier. These points of objection are, however, more than out-

weighed if the wheelman has poor and unlighted roads to travel over, for the vastly greater illuminating power of the acetylene lights up the road to such a degree that obstructions or lampless vehicles are seen in ample time to avoid collision, even though the rider is travelling at a fast pace. Another point in favor of the gas lamp is that its light is made brighter if it is affected at all by a rough road. The flame of an oil lamp is rendered unsteady or extinguished entirely by sudden jolts and jars.

The wheelman who uses his bicycle only for a short distance over smooth and well lighted pavements, as is the case in riding home from business, needs his lamp chiefly as a signal to warn others of his presence; and while a bright light is desirable, the fact that the oil lamp needs no cleaning after each lighting, but only an occasional refilling and trimming, outweighs the advantages of the gas lamp.

Concerning Changes.

That change is not always improvement is a saying none the less true because of its triteness. Examples multiplied a decade ago, when there was everywhere a feverish activity to bring out new models and to relegate the old ones to the rear. Now just the opposite tendency prevails, and changes are made slowly and reluctantly.

Whether this is as wise an attitude as it is logical it is not an easy matter to say. On the one hand is the reflection that changes stimulate trade; and there will be no dissent from the contention that trade needs stimulation just now. If makers could be assured that all that is needed to improve trade is to make changes in present patterns it would not be long before machines differing radically from those of to-day would make their appearance. As it happens, however, there is not only no assurance of this, but it is a very open question whether changes pay at all—that is, whether sales increase sufficiently to pay the slight cost of the changes referred to.

Aside from the desire to thereby increase sales, there is little reason why changes should be made. Indeed, it is not easy to see where the present day machine can be improved. The changes in the last half dozen years have all been in one direction—i. e., that of increasing the comfort and the utility of the machine. The coaster brake, the two speed gear, the cushion frame and the spring saddle have all tended in this direction, and they have almost metamorphosed the present day machine, making it quite

as great an advance over the 1897 or 1898 type as the latter was over the featherweight of a few years earlier.

As to the reliability and efficiency of the bicycle, it is simple truth to say that no praise can be excessive. It would not be easy to find a more perfect piece of machinery. The weaknesses and defects which were so apparent for years, and which makers labored so assiduously to overcome, have altogether disappeared. It is a rare thing now for anything to go wrong with a machine of reputable make, except as the result of a smash or collision of some kind. Bearings run until they seem almost unwearoutable; frames and forks and cranks and chains perform their allotted duties year in and year out, and even rims and tires seem proof against the trouble once so common. It excites no comment for a rider to go through an entire season without having a single breakdown or expending a single cent on his machine. Lastly, good machines wear out all too seldom. On the racetrack and road models from two to six years old are seen, still in prime order and giving as good service as they did when new.

In the face of all this makers naturally go slow when changes are in contemplation. If any real improvement can be made, the policy of doing so is readily admitted. But change for the sake of change is almost a thing of the past.

To Preserve Cycle Paths.

The troubles the Minneapolis wheelmen are having on their cycle paths would suggest that at least one effective but inexpensive method would be resorted to, which would keep off all except wheelmen and pedestrians. Two posts erected at the sides of the path, and spaced at such a distance that vehicle wheels will not clear between them, and with a cross piece over the top at a height that will just admit a tall wheelman to pass under is a barrier that does more good than trying to bring offenders to justice. If the paths are on the sides of a road, these posts, in order to be effectual, should be at frequent intervals, but if the paths only cross the roads occasionally, then it is, of course, only necessary to erect these barriers at the entrance of the paths.

The Omnipresent Bicycle.

The publication of the license returns of the city of Dayton, Ohio, points to a moral that can be made to adorn many tales.

Despite the collapse of the boom, the

frowns of "sassiety," the belittlements of unthinking newspapers and the pessimism of the trade itself, the bicycle is omnipresent—it outnumbers all other vehicles two to one. It is distinctly the conveyance of the masses—the lightest, readiest, most compact, most convenient, most economical form of locomotion ever devised.

Dayton, with its 4,660 bicycles, 3,145 horse-drawn vehicles and 125 automobiles, is merely a good example of the conditions that exist generally. It is reasonably safe to say that a vehicle census of every other city and town in the country would disclose a similar state of affairs. But so much newspaper hurrah is made over the 125 automobiles that the world might imagine that they and not bicycles outnumbered all other vehicles.

England's Astounding Discovery!

It was remarked recently by an English contemporary, with an apparent air of surprise, that there were still a great many wood rimmed bicycles in this country. This is true enough; there are still a great many wood rims here; it may truthfully be added that there are no other rims here—at least on pedal-driven bicycles.

By that same token, we might observe that there are still a great many pneumatic tires used in Great Britain. Sapient as this remark may seem, there is really more pertinence in it than in the one quoted, for there are still a very respectable number of cushion and even solid tires used by British riders.

Now cometh the time when the wise rider foregoes laying out the route for his Sunday ride until he has risen and consulted the thermometer and the weathercock. The latter especially is important. It shows from which direction the wind doth blow, and where, consequently, his way doth lay. He takes all possible advantage of the wind, speeding before it in the morning and watching for a shift in the direction or a late-in-the-day dying away, either of which is likely to happen. It is only the foolish man who ignores the wind or rides in its teeth in the morning because he is then fresh and vigorous.

Rat-trap pedals make the feet peculiarly susceptible to cold. Rubber blocks on the pedals will be found a big improvement, while to absolutely banish the cold one need only wear heavy woollen stockings with stout shoes that are pretty loose.

To Promote Motorcycle Sport.

Editor of The Bicycling World:

We have read with great interest your editorial in your issue of October 1, under the heading of "Stunting Motorcycle Sport."

We believe that the position which you take in this matter is a just one, and we cannot help but feel that all who are interested in this industry will agree with your views.

This is the position which we have always taken. We do not see how it is going to be possible to create any enthusiasm among the younger riders of motorcycles, who are also interested in racing, unless a standard or basis can be reached which will enable riders to enter their own machines in competition against each other, and not find themselves handicapped by undertaking to race against specially built machines, which, as every one will appreciate, have the race won before it is started.

The interest in this sport is somewhat similar to horse racing to the extent that there is greater and livelier interest displayed in a horse race between two individual owners who honestly believe that his horse is best until the question is settled by a fair race.

If manufacturers are desirous of constructing special machines for the purpose of securing extreme speed, there would certainly be no objection to their using these machines in special contests, but we do not consider it advisable to allow such machines to be used in competition with what might be termed regular stock machines.

We believe that there is a great future for motorcycles, but all interested in this industry should do all they can to promote a healthy competition among riders, which gives the other fellow a fair chance.

We fully appreciate the interest which you have taken in this matter. Yours truly,
AURORA AUTOMATIC MACHINERY CO.
F. A. Burgess, Secretary.

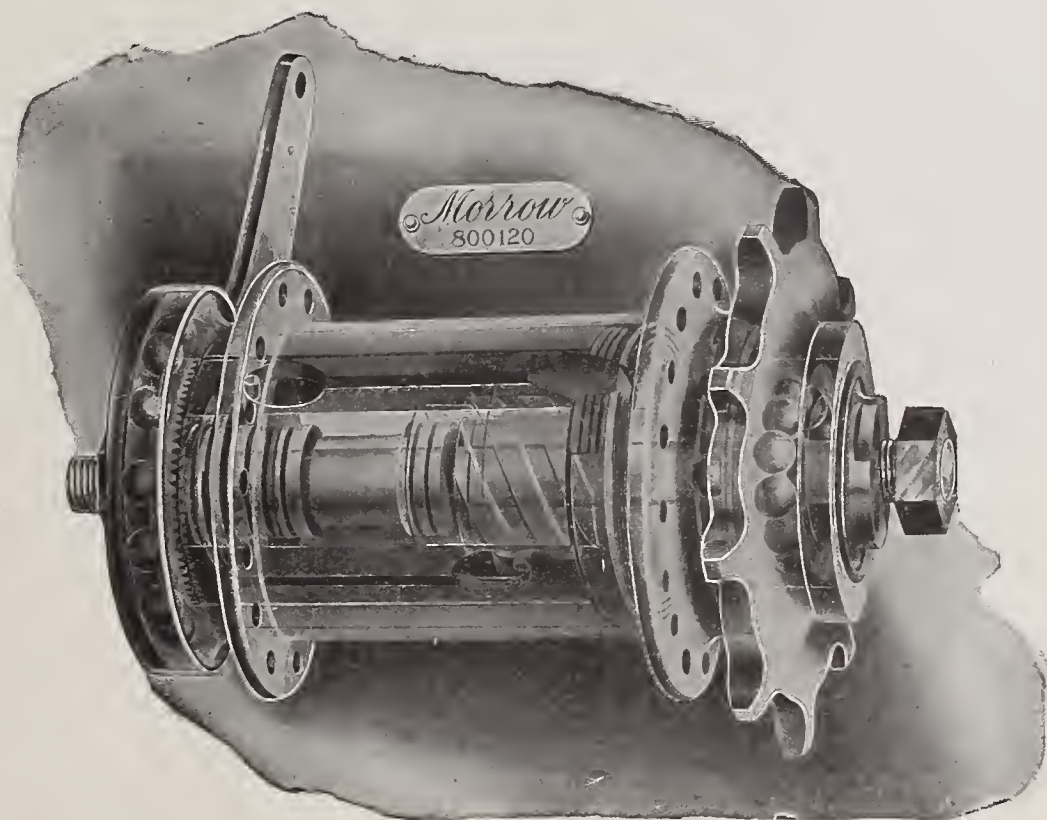
Police Order Not Yet Placed.

The New York Police Department has not yet reached a decision regarding the purchase of motor bicycles for use by picked members of the cycle squad. Meanwhile, however, Patrolman Ennis is continuing the use of the machine he has experimentally employed for two months, and last week Roundsman Casey was given permission to use his own motor bicycle in the public service; the latter is doing duty in civilian's dress, and has already begun to bag the unsuspecting.

Jersey's First Motorcycle Meet.

The newly organized North Jersey Motor Club, of Hackensack, means to live to "do things." Evidence of the sort developed at the organization meeting, when it was decided to hold a parade, followed by a motorcycle meet on the Hackensack driving track on Election Day. Four events will be decided, viz., two five-mile open events, an unlimited pursuit race and a ten-mile club championship.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.

THOR'S SIDE CARRIAGE

Incorporates an Adjustable Tread—Hard Test to Which it Was Put.

Without making much of an ado over it, the Aurora Automatic Machinery Co., Aurora, Ill., have placed on the market the Thor side carriage shown by the accompanying illustration. The "parties to the picture" are Alexander Levedahl, president of the company, and his son. It was taken in St. Louis immediately after their arrival there on a test trip in August last. The roads varied from fine to damnable, a rainstorm at

level, no matter how deep the mud, and on reasonable hills.

"While several of the automobiles which were touring to St. Louis passed us when we stopped to oil or scrape off the mud, but three passed us while we were in motion. We had many offers of assistance, but required none, and suffered no accidents of any kind. In St. Louis we had occasion to pass through some of the busiest streets, with their rough cobblestone paving and depressed streetcar tracks, and again demonstrated that the machine can be quickly and safely handled under such conditions."

The longest day's run was 127 miles, which was made in about eight hours' running time, with 30 cents worth of gasoline and



one time converting the black mud into a quagmire, through which progress seemed impossible, but which, nevertheless, were successfully negotiated after the muffler had been detached; the mud baked on it and choked the exhaust.

"Our machine cleared thirteen inches from the ground in the centre," says Mr. Levedahl, "and this was a great advantage to us, and it made it possible for us to choose many bits of good going that the many automobiles we met could not run over. We also found that we had a great advantage in steering. While the big cars slipped and swayed from one side to the other, we had practically no side slip, and there was not a time that we could not have struck any spot in the road that we aimed for. We also found it very convenient that our two motorcycle wheels, which practically carried all the weight, ran in one track. If we could pick out one good track, we did not need to take into consideration at all what kind of a track our side wheel had. Our power was sufficient on a

less than one pint of lubricating oil. The total weight of humanity, baggage and machine was roughly 500 pounds.

The side carriage may be attached to the motorbicycle in two or three minutes, and is as quickly detachable. One of its features is its adjustable tread; it may be extended to fit the tracks of the road or narrowed to about one foot width, as occasion warrants. This adjustability proved of benefit several times on Mr. Levedahl's journey.

"While it does not seem that a combination like our side car should be recommended for long cross-country journeys," he says, "the result of the experience on this trip was such that the writer would not hesitate to undertake a journey of any length. The features appearing to the greatest advantage were the slight operating expense, ease of handling under any and all conditions, and the cheap storage and transportation."

From St. Louis Mr. Levedahl went by boat to Peoria and thereby found the real meaning of the last-mentioned item. The rate for automobiles is \$8 each. Without any argument or dickering, the charge for carrying the motorcycle and side carriage was but \$1.

ACTED AS A TRAP

Peculiar Mishap Due to a Coaster Brake—How the Rider Was Freed.

A ludicrous, yet peculiar, mishap, with a possibility of a serious side of it, was witnessed by a *Bicycling World* man recently, and it is of interest to recount it because it illustrates one of the nasty phases of that style of coaster brake that "won't back up."

Curiously enough, the victim was a man of much mechanical intelligence and wide experience in cycling. He is Harry Garrison, who has the principal bicycle and automobile establishment at Dingmans, Pa. Garrison hopped on to a wheel to ride from his house to his shop, a hundred yards away. He had long trousers on, and for such a ride did not bother to put on guards.

The *Bicycling World* man, who was waiting for Garrison at his shop, suddenly heard himself called to, and, going out, he found Garrison half way between the shop and the house in a position that compelled a smile. The lower part of his trouser leg had caught between the chain and the teeth of the sprocket, and there he was, with the wheel lying on the ground, as securely trapped as any bear. He had backed the sprocket as far as the coaster brake would allow, and still could not get the trouser leg free. He asked the witness to bring him a wrench from the shop, and with its aid he loosened the chain, but still could not get free. Finally the chain had to be uncoupled and removed. Had he been alone and without tools he would have been obliged to sacrifice his trousers by cutting himself free. It would be a nasty predicament for a man alone on a country road on the way to see his girl.

Where Autos are Spoiling Cycle Paths.

Minneapolis wheelmen are up in arms against automobilists, who have been driving on the extensive cycle paths of the county.

It is claimed that, besides the danger and inconvenience that is involved, owing to the fact that the cars take up the whole width of the path, the paths are injured by the heavy machines cutting into the surface and tearing away the edges, until in many portions of the county the paths are almost ruined.

Under the State law, no automobiles are allowed on bicycle paths, and there is a fine or imprisonment and at the option of the court imprisonment for breaking the law. That is, it is an indictable offense. The Minneapolis Cycle Trade Association has secured evidence against several automobile drivers, and can at any time proceed against them. However, the association desires to give fair warning, and will take no action unless there are further violations.

Officials have procured men to watch the paths, and if any of those against whom evidence has been secured again use the paths, they will be indicted and tried for the offense.

MOTORCYCLE RACE MUDDLE

Contest on Tack-strewn Roads is Permitted to Stand as Originally Run. ¶

Although the racing committee of the first International Motorcycle Cup race, which was run near Paris, under the auspices of the Motorcycle Club de France on Sunday, September 25, over tack-strewn roads, annulled the contest, the club officials and foreign delegates at a subsequent meeting decided to let the race stand. All the competitors punctured at least once, and many punctured repeatedly.

Outside of punctures, no accidents or incidents occurred, and Demester won the cup for France, his time over the 270 kilometre course (169 miles) being 3:45:00 2-5, which averages about 45 miles an hour, not nearly so good as the speed attained by Lamberjack in the French eliminatory race over the same course. Toman, more than an hour behind, took second place for Austria, and Inghilbert, another Frenchman, was third, 21 minutes later.

The start was made at 6 o'clock in the morning, the riders being sent under way in the following order: (1) Lamberjack (France), Griffon; (2) Wenceslas Vondrick (Austria), Laurin et Klement; (3) Rignold (England), Lagonda; (4) Adolf Mraz (Germany), Progress; (5) Niels Petersen (Denmark), Jurgensen; (6) Inghilbert (France), Griffon; (7) Toman (Austria), Laurin et Klement; (8) W. Hodgkinson (England), J. A. P.; (9) Em. Tolksdorf (Germany), Progress; (10) Demester (France), Griffon; (11) Thomas Silver (England), Quadrant.

The third member of the German team, Mueller, did not start, his machine having been injured by fire on the day before.

Twenty minutes had elapsed from the time the last man was dispatched when the leader on the first circuit—distance 54 kilometres, or a bit under 34 miles—the Austrian, Vondrick, rushed by, amid the cheers of the crowd. He had covered the first lap in 56:31, gross time, and was closely followed by Petersen, of the Danish team, while Demester, who passed fourth, was the first Frenchman to appear.

Lamberjack, who was a great favorite, arrived last, a long way behind. He complained of several punctures caused by nails. Two members of the English team were also victims of tire troubles, and were not checked at all on the first lap, Rignold, who passed third, being the only English competitor to complete the first lap. In all, nine riders completed the first lap, but before the second circuit was completed the punctures had reduced the field to six.

This time, again, the Austrian, Vondrick, was leading, while Demester had run into second place, only six minutes behind the leader. England's last hope was gone with the retirement of Rignold through punctures.

When the third circuit was completed it

was seen that France had taken the lead with Demester, and, although Vondrick passed second, he was as much as 19 minutes behind the leader. Only five of the eleven starters had survived at that point of the contest, and with no change in positions taking place during the fourth circuit, the victory could now be taken only by accident from France, who had still three representatives left in.

No accidents happened, however, and Demester, slightly increasing his lead, scored a very popular win for the home team.

The names and times of the competitors who finished are as follows: (1) Demester (France), 3:45:00 2-5; (2) Toman (Austria), 4:53:00; (3) Inghilbert (France), 4:14:00; (4) Lamberjack (France), 4:44:00; (5) Vondrick (Austria), 5:04:00. Only the first three finished in standard time. The French team and many of the others rode 110-pound special racing machines, which differ vastly in power and appearance from the stock motorcycles made by the same makers.

Zirbes Stars at Chicago.

Frank X. Zirbes, of Racine, Wis., with his 5-horsepower Mitchell, was the centre of attraction at the meet given by the Chicago Motorcycle Club at the Garfield Park track last Saturday afternoon. He captured the time prize and finished second in the fifteen-mile handicap, won the Australian pursuit race, and would probably have won both time and first place in the five-mile but for an accident. William Koeppe won the fifteen mile handicap, the big event on the card. Summaries:

Five-mile handicap—Won by W. P. Cook, C. M. C. (0:30); Anthony Nichols, Aurora (0:15), second; Grant W. Hunter, C. M. C. (0:15), third; St. Croix Johnstone, C. M. C. (scratch), fourth; Frank X. Zirbes, Racine (scratch), fifth. Time, Nichols, 7:22.

Fifteen-mile handicap—Won by William Koeppe, C. M. C. (3:30); Frank X. Zirbes, Racine (scratch), second; W. P. Cook, C. M. C. (1:15), third; Anthony Nichols, Aurora (0:30), fourth; J. A. Turner, unattached (2:00), fifth. Time, Zirbes, 19:25.

Australian pursuit race (unlimited)—Won by Frank X. Zirbes, Racine; Anthony Nichols, Aurora, second. No time or distance taken.

Five-mile exhibition, motor paced—Oscar Koeppe, C. M. C. Time, 9:25 2-5.

Salt Lake's Successful Season.

According to reports, the racing season at Salt Lake City, which ended on the evening of September 23, has netted the promoters good returns. Two meets were held each week, the average attendance being about two thousand, while on one occasion the crowd that thronged the track broke all records.

Eifler Is a Long Island Champion.

Joseph Eifler defeated G. Duester in two straight heats of one-half mile each for the championship of the Long Island Division of the Century Road Club Association, at Valley Stream, Long Island, last Sunday. The time for the first heat was 1:30 and for the second 1:21 1-5.

WALTHOUR FAILS TO WIN

Thirty Thousand Germans Witness Defeat of American, Who Has Tire Troubles.

Robert Walthour had rather hard luck in the 100-kilometre championship of Europe that was run at Leipsic. Hoffman, Walthour's pacemaker, punctured his tire on the thirtieth lap, and the change of motors did not work satisfactorily, with the result that America's representative steadily lost ground thereafter. To the great joy of the Germans, Robl won. But few of the thirty thousand spectators expected Tom Hall, the Englishman, to be the man to give Robl, the German, who won the event on three previous occasions, a hard battle; they looked to Walthour as his most formidable opponent.

Dickentmann, of Holland, began well, but soon fizzed out; and with Walthour only perfunctorily grinding off the kilometres, the race lay between Hall and Robl, who had wrested the lead from the American in the seventh kilometre. Hall then was a little more than a lap behind Robl—a disadvantage partly due to a bad pick up at the start and Hoffman's puncture. Hoffman endeavored to bring his wreck to a standstill on the top of the banking, but the ponderous machine slipped down the cement and stuck half way on the slope. Hall, who was coming along behind Walthour, heard the crowd yell, looked up, saw his danger and promptly dropped his pace, taking the fallen motor on the outside, while his pacemaker safely rushed through on the inside. But the puncture lost Hall a lot of ground, and when the time for the fiftieth kilometre was announced Robl had 3½ laps on him. Then Hall went after Robl. Although he lost another lap to Robl at the sixtieth kilometre, at the seventieth kilometre the difference had fallen to a couple of laps. Finding that their man stood a chance of being beaten, Robl's change team of pacemakers, already stuffed out like balloons, went to the training quarters and put on an extra layer of padding. But the Londoner kept on gaining, and at the ninetyieth kilometre the gap between him and Robl stood at 875 metres. The excitement became intense. Nobody heeded Walthour and Dickentmann; all eyes were fixed on Hall and Robl. Metre by metre Robl's advantage crumbled away. After a hard sprint Robl was caught. Hall had been riding the last thirty kilometres on a broken saddle. As the pistol cracked Hall was dumbfounded to learn that Robl had won. To Hall the officials replied, it is alleged, "Oh, we have to give the race to Robl because it pleases the public!"

Robl rode no lap of honor after his victory. He wanted a gold medal as well as a wreath, and positively refused to ride the lap unless he got one. It was not so written in the contract, declared the officials. Robl rested his case on precedent, as he had received a medal on the other three occasions. Eventually he became so menacing in his remarks that the officials mulcted him in a fine of 300 marks to go on with, and promised to move for his disqualification by the German Tracks Association.

The official times were given out as follows: (1) Robl, 1:17:32; (2) Hall, 1:17:53 2-5; (3) Dickentmann, 23½ laps behind; (4) Walthour, 44½ laps behind.

TO PROVE ITS CASE

Advocate of Light Weight Motorcycles Produces One—Its Interesting Specifications.

In England, as in America, the weight of motor bicycles is a fruitful subject of discussion. There the belt is predominant, and, as the motorcycle makers found their machines lacking power to surmount the steeper grades, they resorted to the simplest and easiest solution—bigger and heavier motors.

The Motor, one of the British publications that has steadily resisted this tendency, has sought to prove its arguments in favor of light-weight machines by actually building them. Last year it had constructed according to its specifications a motor bicycle of weight slightly more than 80 pounds, and within the last month has created something of a furore by producing an even lighter one; it tips the scales at 72 pounds. The accompanying illustration shows its general design.

In presenting it, the Motor says that it represents the results of "many months of experimenting to determine to what extent a safe reduction of weight could be carried in the construction of a thoroughly practical and safe motor bicycle, intended for all-round touring work by a careful rider of, say, 11 stone weight." The object, it adds, is to "conclusively demonstrate that an alternative type of mount to the heavy type, scaling from 140 to 200 lbs., can undoubtedly be made if the manufacturers will recognize the fact."

It continues: "The manufacturer has, up to the present, we maintain, entirely neglected to cater for a large class of possible customers, who want a machine that can be handled with an ease in some degree approaching that of the pedal cycle. The market for the high-powered and heavy mount will always be a good one, we admit. That is the class of machine for the riders of above the average weight, and who wish to make a high average speed all day long up-hill and on the level. But even in this particular type of machine a substantial weight reduction can be made. There is a threadbare argument continually put forward by the upholders of the "weight-at-any-price" theory, and that is that there are at the present moment hundreds of two-horsepower motor bicycles throughout the manufacturers' depots that no one will have. The explanation is a simple one, and it is this: A two-horsepower engine on a 135-lb. machine may not make an all-round efficient machine; but put that same power of engine on an 80-lb. machine, and it does make an efficient machine"—a strong point not generally considered.

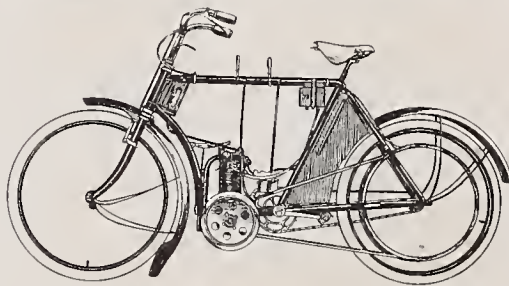
The following are the specifications and weights of the various components of the 72-lb. machine:

Lb. Oz.

Specially designed frame, with triple plate crown, wheels, Clincher 26 by

| | | |
|--|----|----|
| 1½ tires (full roadster front and special tandem back), celluloid guards, front rim brake, light pedal gear, 3-16ths roller chain..... | 35 | 0 |
| Clement-Garrard 2¼-horsepower 60 by 70 mm. engine, steel bearings, special heavy flywheel, silencer and cut-out | 23 | 2 |
| Aluminum spray carburetter and supply tubes | 1 | 0 |
| Davison specially light gasoline tank, with gauges, and accumulator case.. | 3 | 4 |
| Oil tank and pump, sight gauge..... | 1 | 2 |
| Brooks' light saddle and spring seat post | 1 | 14 |
| Aluminum controlling handles and steel connecting rods..... | 1 | 0 |
| Bowden back rim brake..... | 1 | 3 |
| Midget trembler coil..... | 1 | 4 |
| Special size accumulator..... | 1 | 10 |
| Cables and wires..... | 0 | 5 |
| Lycett V belt (two-ply)..... | 1 | 0 |
| Total | 71 | 12 |

The frame is "as rigid as a rock; substantial gauge tubing is used at vital parts." The frame is 22 inches high; the wheel base, 49 inches. The back wheel is strongly spoked, and "should be equal to any strain." The



tanks, although of thin gauge metal, have substantial corners to obviate any possible risk of springing a leak. The battery compartment in the lower part of the rear tank has much more space than might be thought, and can accommodate a cell 6¼ inches high, 4½ inches across and 2¼ inches wide, so that there is room for a double set of small cells. This compartment has entrance holes for the wires bushed with vulcanized fibre, so that there is no possibility of short circuits. These tanks were very difficult to make, especially the rear one, as the clearance was so limited. The Davison patent sight quantity gauges to show exactly how much gasoline and oil is available should prove a great convenience. The oil tank holds one pint, the gasoline tank one gallon. The coil, although so small and light, "gives a much more intense spark than several trembler coils that were tested and which were more than double the weight and size."

The machine can be easily lifted with one hand, so there can be no doubt of its general handiness. The accumulator should last 350 miles on one charge easily, and a spare one could, of course, be carried if wanted for a long tour.

"We do not by any means consider that we have reached the limit of weight or type of light machine in this particular class," concludes the Motor. "We are considering what can be done by utilizing large diameter tubes in the frame as containers for lubricating oil, and at least a reserve gasoline supply. We should like, also, to see what could be done in the way of making a very compact

magneto electric sparker of the high tension type to replace accumulator and coil as an alternative ignition."

The test of this "featherweight" developed speed and hill-climbing capacity that exceeded expectations. On the level it easily did thirty miles an hour. As an instance of its hill climbing capacity, "it took Holywell Hill, St. Albans, without a touch of the pedals, although geared 1 to 5¼, which is fairly high."

How he Improved his Belt Drive.

"Although my machine has given me great satisfaction and has never failed me, one detail that I materially improved was the belt drive," said a motorcyclist who has given an Orient more than good use in the past two seasons.

"The first and only trouble that I ever had was right at the start, when my belt would slip on the hills. Then I had new pulleys fitted with a 2-inch face, which is just twice the width of the original ones, and had the engine pulley covered with a strip of good leather, which was riveted on by copper rivets every two inches apart, and three rivets on each of the ends, which should fit together very close. I then soon found that I could climb stiff hills with a loose belt, and that I had no more use for the idler pulley, which I subsequently took off altogether. Indeed, if the belt slips at all now, it is on the rear pulley.

"Since making this change, which is now about two years ago, I have yet to experience belt troubles. Another advantage is that, being unable to run with a loose belt, the strain and loss of power that very tight belts entail is entirely eliminated."

Vagary of a Bicycle Ball.

That cycle bearing balls are made of good stuff was shown by an incident which recently came to light. The engineer of an Eastern railroad noticed something wrong with one of the wheels of his locomotive. On making a careful examination he found that the ball from a cycle bearing had become fixed in the outer surface of the wheel. So firmly was it embedded that it could not be extracted, and it was found necessary to hammer it right into the metal.

Dayton's Big Cycling Population.

Bicycles are by far more extensively used in Dayton, Ohio, than any other class of vehicle, as is brought out by the latest license returns. They show that the fee has been paid on 4,650 bicycles, 10 motorcycles, 1,700 one-horse wagons, 1,445 one-horse buggies and 125 automobiles. Nearly 9,000 of the 10,000 vehicles estimated in use have been licensed, thereby enriching the city's coffers to the extent of some \$9,000.

James P. Grady and Leonard W. Lord were the first motorcyclists to suffer in Hartford, Conn., as a result of riding too fast. On October 4 they were arrested on warrants charging them with exceeding the speed limits several days previous.

WHY HE LIKES HILL WORK

Finds it an Agreeable Contrast to the Dull Monotony of Riding on Level Roads.

Hill climbing is more a matter of skill than strength and endurance, and the rider who has once mastered the art and become accustomed to riding in a rolling country, finds cycling on long, level stretches tiring and monotonous. This has been my own experience, and I have observed it with others, and by giving the subject a little thought the reason for this state of affairs is plain.

In the first place, a long ride on the level affords no change of position; there are no coasts, and while the driving power that is submitted to the pedals is light, it nevertheless tires the rider after a while. The same muscles are continuously in action and get no rest.

Now, consider a road that runs up and down and has some levels, the grades being of various lengths and degrees of steepness. In ascending a gentle pull is exerted on the handlebars, and the weight partially transferred from the saddle to the pedals, while on the level stretches one generally leans on the bars and sits comfortable in the saddle. Thus an entirely different position is assumed and different muscles are brought into play, while in a coast there is absolute rest and a change differing from either of the above.

Another reason why the advocate of hilly territory shuns tours and long runs over level roads is that as a rule the scenery is always more beautiful in the former than in the latter case; and, indeed, beautiful scenery can hardly be had without hills or mountains.

In riding through a hilly country, the road traverses a wooded valley, along a bubbling brook, or skirts a placid lake; then one climbs for a while, and presently a magnificent panorama of the surrounding country is spread out before one; and, while this alone is more than ample reward for the extra labor, there is still the exhilarating flight down the other side of the hill to be considered. How much more beautiful is such scenery than where the only change afforded is that a corn field may give way to a pasture or apple orchard, or that a town is occasionally passed through. Riding up and down hills always was more agreeable than the continual level, even in the old days, but the advent of the coaster brake and the two-speed gear have greatly increased the pleasures; indeed, I would not ride without them in rolling localities.

Perhaps the chief reason why so many riders dread hills is because they not only adopt a position that renders good results on a hill impossible, but they use too high a gear.

I am aware that I am treading on debatable ground when I say that a dropped bar or stooping posture is of no advantage, but I am firm in this belief. There is, however, a proper position of the handlebar and grips, and this can be determined only by experiment. The rider should have an easy posture and be able to exert a good pull on the bars; in this way his arms are made to do some of the work in ascending a grade. Ankle motion must also be practised.

The surface on a hill makes all the difference in the world; a loose surface, or large stones and other obstructions are a vastly greater disadvantage in climbing a steep hill than they are on the level, and the rider should, therefore, always watch the road closely and pick out the smoothest paths. A mistake that is often made is that when coasting down a hill a rider will let his machine almost roll to a stop when there



NEW YORK BRANCH 214-216 WEST 47TH ST.

is a rise in front of him. It is by far easier to take a steep hill, particularly if it is short, by a good start or rush and then steadily applying power while the machine slows up. In this way the momentum gained is of great assistance, and many a hill which necessitates hard work by riding it from a standing start at the base, can, if taken with a rush, often be surmounted with practically no undue effort.

The few directions given are about all that constitute the knack of hill climbing, and any rider, who follows them and uses a moderate gear can, with a little practice, easily become accustomed to hills, and once he has ridden a hilly country regularly, he will have little use for the long levels.

It is interesting to note the difference that exists in different cities where both kinds of riding territory exist. In some the club men and enthusiasts ride almost entirely in the rolling or hilly section, while in others just the reverse is true.

JUNIOR.

WHEN FOWLS BAR THE WAY

Is it Best to Dodge or to Run them Down —The Pros and Cons of the Case.

"Whether it is best to try to avoid small animals, which are suddenly encountered on the road, by a sudden swerve or to grip the bars firmly, ride straight and apply power to the pedals steadily and take the chance of successfully jumping the obstruction in the event of collision is perhaps an open question," remarked a rider who had just had an encounter with a fat hen in the road.

"If a sudden swerve is unsuccessfully made to avoid a dog or other animal, the resulting collision will surely result in the downfall of the rider, whereas if he puts up a bold front, grips his handles firmly, steers as straight as possible and applies power to his pedals he will, in nine cases out of ten, escape without a fall. One must make up his mind without a moment's hesitation as to whether his chances of avoiding the obstruction are sufficiently good to warrant his making the necessary swerve. As you noticed with this chicken, I went straight over it with both wheels, and though thrown out of the saddle, I succeeded in keeping the machine straight, and consequently did not spill. The only harm that resulted was the somewhat dilapidated condition of the fowl."

"This puts me in mind of a similar experience that I had about twenty years ago," he continued. "I was riding my ordinary back from my first race, and as I passed a farmhouse on the road I successfully rode over a duck. On a subsequent occasion I stopped there for a drink of water and asked the lady of the house if she had had a duck ridden over by a cyclist. She said that she had. I then asked her if the duck had been killed, and she replied in the negative. Having satisfied myself on this point, I confessed to having been the offender, whereupon the old dame declared that the duck had never laid an egg since, and evidently expected to be recompensed."

The Rustic and Trouser Guards.

City folks are pretty slow in some things, especially little economies. In the city, for instance, riders buy trouser guards by the pair. This is deemed entirely unnecessary by folks in some rural districts, where every one rides with only one trouser guard holding the trousers on the right leg, which is the only side on which the chain threatens the trousers. In this way the rusties make one pair of guards do for two persons, thereby saving a couple of cents. In the country, of course, appearances do not count.

Farmer Stapp, Retired but Active.

Ramsey, Ill., has a rider of which the populace is proud—William Stapp, seventy-one years young. He is a retired farmer, and uses his bicycle regularly, and claims to be "able to ride faster and farther in a day than most young men."

FINE NEW RIDING DISTRICT

Network of State Roads Makes Westchester County an Ideal Touring Ground.

That season of the year when the country is most glorious, when the roads are at their best, the air cool, and when cycling is most enjoyable is now drawing rapidly to hand. For this reason attention is called to the grand new riding district, large enough for a two or three day tour, that New York riders have lying right at their doors.

This grand riding district has been recently developed by a great activity in road improvement in Westchester County. New State roads of magnificent surface for wheeling have been completed here and there, forming connecting links, until now a complete loop of State roads through Westchester is almost finished. Enough of it is completed to afford riders one of the grandest day's rides possible to be had anywhere.

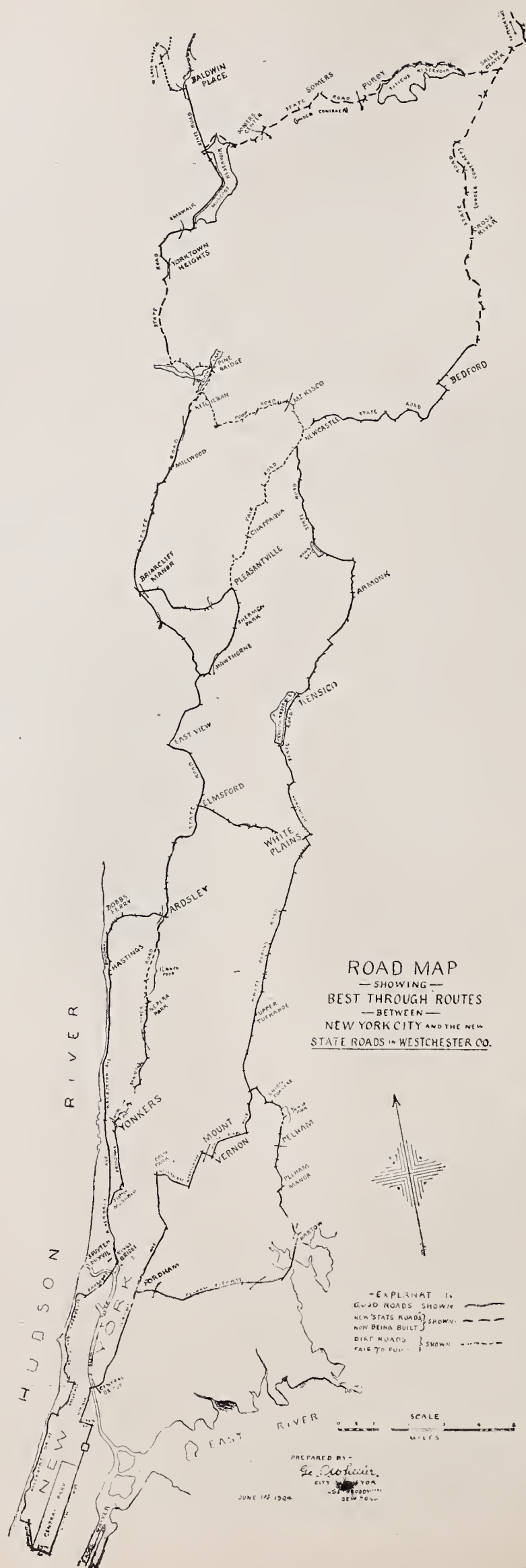
The accompanying map shows this reclaimed territory. It was prepared by City Surveyor George C. Wheeler, the chairman of the streets and roads committee of the Associated Cycling Clubs, of New York. The whole loop affords a ride of 120 miles but it is not wholly finished yet. A pleasant trip over part of it that can be made, however, is one of eighty-eight miles by way of White Plains, Kensico, New Castle, Mount Kisco, Millwood, Briarcliff, and then back. But the map offers several variations for riders to select from.

The unbroken lines indicate the completed State roads; the light dotted lines represent roads which have not yet been reconstructed, but which are fairly good and afford good riding. The heavy dotted lines indicate roads which are undergoing improvement.

Two-Speed Gears for Weak Hearts.

"One feature of the two-speed gear that is apt to be lost sight of," writes a doctor, "is that it puts cycling within the reach of persons who, on account of slight weakness of the heart, have had to give it up. Now, the danger of cycling to any one whose heart is weak lies, not in long continued exertion, nor in fatigue, so much as in the sudden spurts and strains necessary to get up a short, steep hill or to buffet against a wind up a less steep incline. With a variable gear which may be dropped to, say, 56, this is largely eliminated, and if my colleagues in the profession knew more about two-speed gears they would be able to permit many patients whom they have previously had to forbid to cycle to return to the wheel."

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***



Economy of English Machines.

Some remarkable results were obtained as the outcome of a fuel consumption contest held by the Coventry (England) Motorcycle Club. The winner drove a motor bicycle a distance of 25 miles 220 yards on the road with one pint of gasoline. This showing is second only to that made in the contests conducted by the Federation of American Motorcyclists last July. On the occasion of the road test Edward Buffum rode 53.3 miles with one quart of gasoline, or at the rate of 26.65 miles with a pint. On the track at Cambridge, Md., F. A. Baker rode 31 miles 1,400 yards with one pint of gasoline.

There were eleven competitors in the English contest, which was participated in by tri-cars as well as bicycles. The latter were allowed a pint of gasoline each, and the conditions specified that all tanks and carburettors should be emptied before the start, after which each man was supplied by the officials with his measured quantity. Precautions were taken to prevent stoppage of the machines on hills due to tilting of the tank; this, in most instances, consisting of a specially made can, so arranged as to insure the gasoline being used to the last drop. In the bicycle class, Messrs. Duret and E. Harris succeeded in getting no less than 25 miles 220 yards in the one instance and 25 miles 195 yards in the other, out of the pint. The small difference in the distance covered by these riders is explainable by the fact that Duret's machine was fitted with a free engine clutch, which enabled the rider to save the consumption considerably down hill.

When the Negroes Raced.

"Those huge wreaths with which they decorate the winners of the big events in Germany remind me of some of the meets we used to have in my home town a decade ago," the other day remarked a "has been," as he fell into a reminiscent mood.

"We used to have a meet once each season for colored riders, and which were productive of more genuine sport, rivalry and interest than any contests that I have ever witnessed.

"Why, I even rode through two miles of dirt road after a hard rain on one occasion, in order that I might be present. All the lamps, bells, trouser guards and other things that accumulate with an amateur racing man were conveniently gotten rid of by donating them for prizes at these meets, and such items as five pounds of pork chops headed the prizes of the big events.

"Bicycles were rather expensive in those days, and a great many of ancient type were ridden by the contestants. But how they did ride! I have never seen such competitions nor spills since. Where the wreaths make me recall these events is that on one occasion the winner of the championship event was presented with an immense floral wreath, amid the cheering of the crowd, which clamored for a speech. The century man who rides up Broadway displaying a long string of century bars is decidedly not

in it when it comes to the pride that filled the breast of the dusky lad who captured that wreath of honor."

"Jo" Pennell Revisits America.

An unheralded visitor to the land of his birth is "Jo" Pennell, who is an artist by vocation and a cyclist by avocation. He has been in St. Louis, where an artists' convention was in session.

During the past quarter of a century Pennell has been a cyclist of the most enthusiastic type. Old timers will remember him as a particularly elongated rider of an extremely high bicycle, who disappeared from view upon taking up his residence in England, where he became famous as a pen and ink artist. Of late years he has turned his attention to motorcycles, as many British makers know to their sorrow. He was for a long time the foreign representative of the L. A. W.

Marsh Heads Hackensack Motorcyclists.

Due to the energy of H. L. Marsh, Eastern representative of the F. A. M., the North Jersey Motor Club is in being in Hackensack, N. J. It was organized on Wednesday of last week with these officers: President, Herbert L. Marsh; vice-president, Clarence Giffin; secretary-treasurer, N. Demarest Campbell; captain, C. Ross Jarman; first lieutenant, Nelson Prentice; second lieutenant, Theo. Schmidt; color bearer, Thos. Schulke; chairman racing committee, Harold S. Mable.

Motorcyclist Drew the Buggy.

Louis F. Hoyt, who is described as "the well known trick motorcycle rider of Spring Valley," visited Nyack, N. Y., one day last week and opened the eyes of the natives. He hitched his motor bicycle to a buggy containing two men and drew it around the block, while the populace admiringly looked on.

Rain Prevents Vailsburg Races.

Owing to rain, the races at Vailsburg, N. J., were called off last Sunday.

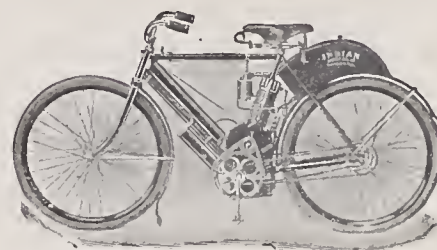
Because of his action in refusing to ride the Sunday previous, Champion Kramer's entry had been refused, and for the first time his name was missing from the programme.

Walthour Wins an Hour Grind.

Walthour easily won a one-hour paced race at Paris on Sunday, September 25, from Simar, who was second, and Gus Lawson, who paced him this spring but has lately taken to racing himself, third. Although big motors were used, wind shields were barred. No distance was reported.

One of the few remaining trieyclists in this country is Benj. Hersey, of Salem, Mass., who is a genuine "old timer." He is seventy-five years of age, and uses his machine quite regularly.

Very Many of those who now ride INDIANS



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WRIGHT WINS WARRNAMBOOL

Big Australian Race Captured by Long Mark Man—Interesting Details.

Australasia's cycling road Derby, the annual race from Warrnambool to Melbourne, was run on August 20 over heavy, slippery roads, the result of a heavy rainstorm the night before. The winner proved to be J. Wright, a letter carrier, who started from the 38-minute mark and finished in the lead in rather easy fashion. T. Larcombe, a New South Wales rider, with 20 minutes handicap, made the fastest time, which was, however, several minutes behind that made in 1903; he also finished in second place. Misfortune in the shape of a broken fork overtook J. Arnst, the winner of last year's race, and put him out of the running, although he finished twenty-fifth.

The race is promoted annually by the Australian Dunlop Tire Co., and has been run continuously since 1895, except in 1899 and 1900. There were 125 starters this year, of whom 75 finished inside the time limit of 11 hours. For the fourth consecutive year the weather was unfavorable, the rain of the night before lasting almost up to the hour for starting. Falls were numerous, therefore, and chain and tire troubles played havoc with the calculations of many of the riders. A strong southwest wind materially aided the riders.

At ten minutes before six o'clock in the morning the limit men, Gaynor and Johnson, with 70 minutes handicap, were dispatched on their long journey by the Mayor of Warrnambool. Other competitors were then sent off at intervals varying from one to eight minutes, while the four scratch men left the mark at 7 a. m., amid the ringing cheers of the hundreds of people assembled at the starting point. The four riders were J. Arnst

(last year's winner) and his brother, R. Arnst of New Zealand; C. E. Burton and M. Chappell, the winner of this year's interclub premiership test races.

The first stretch of the course—to Allansford, six and a half miles—was not only wet and muddy, but exceedingly rough and bumpy in places and proved a trying portion to many of the contestants. Beyond, through Cudgee (ten miles), Panmure (sixteen miles) and Garvoc (twenty-two miles), the going was a trifle better, but very treacherous in places. One spot at the last-mentioned town, where the road dipped and was shaded by tall trees, was a veritable slough, and dozens came to grief in the slime. Notwithstanding the state of the road, some of the competitors reeled off this twenty-two miles in a couple of minutes over the hour, for which several of them suffered subsequently and were compelled to slacken their pace for many miles. Of the two on the limit Johnstone proved the weak man, and was in trouble before Terang (thirty miles) was reached; but Gaynor, riding very strongly, kept on, though he was shortly overtaken by Matson, who had given him ten minutes' start. These two maintained a position in the lead for many miles, though gradually losing their liberal handicaps as the race progressed. The first checking station was at Camperdown (forty-three miles), where 110 riders out of those who started were registered. This section was considered to be the worst of the route, yet some of the fastest work was recorded upon it. Many of the contestants on reaching Camperdown decided to quit, and boarded the train for Melbourne. Among these was Chappell, one of the scratch men, who, after doing some solid pacing work, was shaken off by the Arnst brothers and Burton, and was a mile or more behind them at Camperdown.

R. Arnst was the most fortunate of the quartet, and managed to run into tenth place, but his time was 1¼ minutes slower than

that of T. Larcombe's, the New South Wales representative, who finished second, and secured also the prize for the fastest time. Although very fast, it is not the record for the course. Last year J. Arnst, who won, covered the distance in 5 minutes 7 seconds less time—7 hours 43 minutes. The time of Wright, who finished first this year, was 7:52:57.

The Warrnambool race is the biggest of the Australian contests, and winds up the racing season "down under." The Dunlop Tire Co. devotes an immensity of time and money to it, and, with the object of securing a representative entry list, it promotes preliminary contests in the various Australian States and New Zealand, and pays the expenses of the men thus selected. An idea of the wholesouled fashion in which it manages may be obtained from the statement of a representative of the company that the race itself cost them \$4 for each contestant for the food and its preparation, and the carriage to the feeding stations, together with the expense of providing attendants for its distribution to the men.

An interesting item in connection with the race is the commissariat arrangements. The Dunlop company fed the competitors throughout their long journey, and amongst the edibles consumed was the following: 62 dozen bananas, 54 dozen oranges, 7 dozen eggs, 14 loaves of bread, 56 pounds muscatel raisins, 60 pounds chocolate, 40 pounds beef sausages (specially prepared), 12 pounds sugar, 10 pounds "bovril," 75 gallons milk, 1 gallon port wine and 60 bunches celery. The total cost of conducting the races and providing prizes (most of which the trade supplied willingly), exceeds \$5,000. A peculiar feature of the race is the rule that the contestants shall use only one bicycle throughout the race. A seal is affixed to each machine the night before, to guard against crooked work.

Wright, the winner, received \$150 in cash and a \$25 gold medal, and a bicycle as a special prize. Larcombe was awarded the Australasian blue ribbon and a bicycle for making fastest time and another bicycle for second place. The third and fourth men also got bicycles.



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"This book is ruled off so that there is a column for the date, one for the length of the trip, another for the mileage since the beginning of the year, and space for a brief description of the run.

"I ride only for pleasure and recreation, and on Sundays and holidays, and make a record of each run. I have done this for the last five years now, and it is very interesting to turn back the pages at odd times and recall or live over again some of my rides and

tears. Another feature of this book is that I can compare my riding for the same period or dates of different years. I know just how many miles my tires travel before they are worn out, and other interesting details come to light. One thing especially that is noticeable is that in the last year or two the average lengths of my rides have increased, and that I have been able to climb several hills which I heretofore walked. This I attribute to the improvements that have been lately introduced. Thus the two-speed gear and coaster brake is a distinct labor saver, and the cushion frame and fork prevent one from being jolted to the point of fatigue where the roads are rough."

C. R. C. A. Fixes Fall Century.

On Sunday, October 16, the New Jersey Division of the Century Road Club of America will hold its annual fall century run. Starting at Jersey City, the route will take the riders through Newark, Rahway, Westfield, Milburn, Elizabeth, Plainfield, back to Metuchen, Rahway, Perth Amboy ferry, Bergen Point, Jersey City.

Harry Early, State centurion, No. 12 West Fourth street, Bayonne, has the run in charge.

The Patterson Wheelmen of Baltimore, Md., will hold their first annual half-century run, which is patterned after the run of the Monroe Wheelmen, of New York, on Sunday, October 16.

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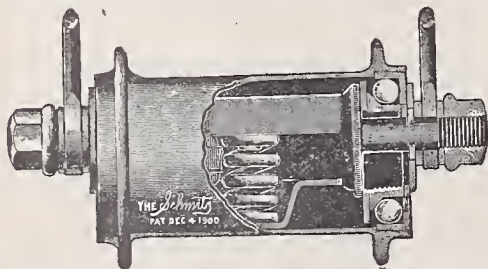
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Thor Motor and Parts for Motorcycle and
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AURORA AUTOMATIC MACHINERY CO.,
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HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
241 S. Jefferson St., Chicago.

Write for terms.

Special Stampings
FROM
SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.**The Week's Patents.**

770,927. Ignition plug for explosive engines. William Roche, Jersey City, N. J. Filed December 4, 1903. Serial No. 183,718. (No model.)

Claim.—1. An ignition plug for explosive engines, comprising a tabular metal plug the interior surface thereof at the inner end being bevelled, a tubular insulating plug therein the exterior surface at the inner end thereof being bevelled, a tubular insulating sleeve fitting within said insulating plug, and a conductor within said insulating sleeve projecting out of the inner end thereof, the inner ends of said conductor and said metal plug serving as sparking terminals, substantially as described.

771,156. Valve for pneumatic tires. John E. Keller, jr., Litchfield, Conn. Filed December 29, 1903. Serial No. 186,986. No model.)

Claim.—1. In a structure of the character specified, a valve tube, a valve mechanism including a tubular valve casing and a valve plug secured in the outer end of said casing, a packing washer disposed between the end of said casing and the upper portion of the mechanism in said valve tube with the packing washer in contact with the bore of said valve tube.

770,936. Motor vehicle. William S. Simpson, London, England. Filed December 7, 1903. Serial No. 184,202. (No model.)

Claim.—1. In a bicycle or other vehicles, the combination with a rear axle having a traction wheel, a frame having a supply tank, flexibly connected to the said axle, a driving motor carried by the frame, means for supporting the frame, and means connecting the motor with the traction wheel.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

OILERS.**"PERFECT"**

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

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Successor to

WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
Automobile and Carriage Fittings. Bicycle Parts and Specialties.

Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, October 15, 1904.

No. 3

AWARDS AT ST. LOUIS.

Racycles Get the Great, Big Plum—How the Honors Were Distributed.

While they have not yet been officially promulgated, it is known that the jury of awards of the St. Louis Exposition have completed their findings. It is probable that the announcements will be made to-day, but whether or not this proves the case it is known that the chief awards for bicycles and motoreycles are as follows:

Bicycles.

Grand Prize—

Miami Cycle and Manufacturing Co.

Gold Medal—

Pope Manufacturing Co.

Motoreycles.

Gold Medals—

Hendee Manufacturing Co.

Miami Cycle and Manufacturing Co.

(Gold medals were the highest awards in this class.)

In accessories, Solar lamps, Veeder cyclometers and Shelby tubing were awarded gold medals, and 20th Century lamps a bronze medal.

In the French section the Societe Anonyme La Metropole, who exhibited chainless bicycles, were awarded the grand prize; H. Petit & Co. received a gold medal for velocipedes, and Cycles Limerator and Felix Brosse & Co. silver medals for bicycles. In the German section the Metall-Industrie Schoenbeek were awarded a silver medal for their motor bicycle.

The New Prices of Dunlops.

It develops that the new trade price of English Dunlop tires is 25 shillings (\$6.25) per pair. Discounts are given for quantity orders. Second and third grade tires, such as Warwick, Clipper, etc., range in price from \$5 to \$5.50.

George Here From Japan.

The junior member of the firm of Andrews & George, Yokohama, Japan, is now in this country, and is tarrying for a while at the St. Louis Exposition. He is expected to arrive in this vicinity in about ten days.

Baltimore Firm Fails.

Charles L. Merriken and George W. S. Musgrove have been appointed receivers of the assets of John P. Bowling and George L. Simpson, dealers in machinists' supplies and bicycle sundries at Baltimore, Md., under the firm name of Bowling & Simpson.

The receivers, who bonded for \$3,000, were appointed upon the petition of the B. F. Goodrich Co., of Akron, one of a number of creditors who petitioned to have the firm adjudicated bankrupts. The petitioners and their claims are as follows: B. F. Goodrich Co., \$210.10; Peter A. Frasse & Co., \$43.50; John H. Graham & Co., \$106.66, and Stevens & Co., \$158.48.

It was alleged in the petition that the firm is insolvent and that it committed an act of bankruptcy on August 24 last by paying \$7.05 to one of its creditors while it was insolvent.

The Schollenbergers Sell Out.

Schollenberger Bros., Wichita, Kan., one of the most progressive firms in the West, have disposed of their bicycle business to E. E. Campbell, who for the next six months will conduct it as Schollenberger & Co., after which he will employ his own name. The Schollenbergers, however, retain no interest in the business, having entered other fields.

New Zealand Fixes a Duty.

The New Zealand customs authorities have lately given a decision to the effect that "motor bicycle stands, also with carriage combined, are to be classified as manufactures n. o. e. of metal," the duty being 20 per cent ad valorem.

75 lbs. Rambler Racer Coming.

It is now common property that the Pope Mfg. Co.'s Rambler factory has well advanced a Rambler racing motor bicycle that will tip the scales at between 75 and 85 pounds; it will be for track use only.

Delaware Concern Incorporates.

Under the style the Delaware Auto Storage & Repair Co., a concern has been incorporated at Wilmington, Del., to buy, sell, repair and deal in motorcycles and automobiles. The capital is \$25,000.

HUMBER REDUCES, TOO

Famous Firm Meets Its Rival's New Prices—All Models Affected.

Whatever vestige of doubt there may have been regarding the standard price of British cycles in 1905 was removed when Humber & Co. announced that they had made sweeping reductions in their lines. The one of greatest importance was that in their cheapest model, its price being reduced from 10 to 8 guineas—\$50 to \$40. This meets the Swift and Rudge-Whitman cuts squarely, and insures the acceptance of this figure by practically all other first class concerns.

The Humber cut is not confined to this model, however. The entire line has been the victim of the pruning knife, with astonishing results. The Beeston Humber—the top notch of Humber quality—is cut \$30, from \$110 to \$80—the first grade Humber from \$80 to \$60, and the Standard Special from \$60 to \$50.

Coupled with the price announcement is the statement that hereafter the Beeston factory will confine itself to the manufacture of one grade of cycles, the highest. Herebefore it has made cheap models also.

Where Bicycles Are Still Selling.

"This store will be twenty-one years old in February," said Elliott Mason, manager of the Pope Company's New York branch on Friday of this week, "and last week we sold twenty-one bicycles, almost all of them chainless models with cushion frames and two-speed coaster brakes. Yesterday three Columbia chainless machines were sold, and that has been about our daily average since the first of the month, which is not so bad for a cold October. One thing is sure, any one who buys at this time of the year buys absolutely for pleasure riding. There are many inquiries for so late in the season, and we expect a good business for another month."

To Coast With \$50,000.

The Coasting Cycle Co., of New York, has been incorporated in this State, with a capital of \$50,000. The directors are E. A. Smith and Frank Zittel, of New York, and R. C. Mack, of Hastings-on-Hudson.

CASE OF THE CREDIT MAN

One of Them Talks of His Troubles—His Relation to the Traveller.

Every business house is like a stage. In a small establishment one man plays many parts, but in a large concern each one has his particular part to play, and the success of the house depends largely upon how well each plays his part.

To the debtor, the credit man is the villain in the play or the meanest man in the house, says one of them. The salesman is the one who makes himself generally agreeable to the trade, tries to win their confidence and secure their orders. He plays his cards to win their friendship.

On the other hand, the one looking after credits must look at all questions without sentiment or prejudice, simply taking what cold facts he can gather and weigh them, and then decide accordingly. To the outside world this may seem easy, but we, who have this to do, know how difficult are these decisions. For instance, a traveller sends in an order for a new customer. The report we have is rather favorable. He is a new man, and his success is not yet assured. He has never, perhaps, been in business before, and upon the action taken with this order depends this man's future business. The salesman says he is a nice fellow from all he can learn, and thinks he will surely succeed. Not only are we obliged to know this would-be customer, but we must also know our salesman thoroughly, and make due allowance for the information he gives us. Not that he would misrepresent facts, but he may be one of those optimistic salesmen who thinks every one is all right. It is not necessary for him to think otherwise, and as it is easier to feel kindly toward his customer, he gives him the benefit of any doubt, as he feels he is in no way responsible for his account. We have other men who thoroughly weigh all sides of the question before presenting an opinion, and we can always rely on their judgment. Now, all these things must be taken into consideration, for, if goods are shipped and a loss is made, it shows out in bold figures on the profit and loss account. If the order is turned down and the purchaser offended, and he should afterward succeed in business, he is a living example of the credit man's mistake, and he will occasionally hear how well this man has succeeded and how he would be buying of his house except for his bad judgment in refusing to give credit. If he is not reminded of the circumstance, the fact nevertheless exists, and he knows it, and, unless he has a level head, the next time the same condition presents itself he may err in the other direction. The mistakes of the credit man are not like those of the doctor, which die with the patient—they are ever before us.

But, on the other hand, when he makes a wise and correct decision, and the one fails to whom he has refused credit, this fact is

soon forgotten. The man is out of business, and there is nothing on the books to show that he used good judgment in this case.

The credit man is not a very popular actor on the business stage, as his real worth is only known to his house. But out of business hours, when he is not playing his part in the business drama, this same credit man may be one of the jolliest of men. I am sorry to say, however, that his life has a tendency to make him otherwise, as the part he plays is not altogether rosy. As a general rule, I don't believe that credit men obtain as much information regarding their patrons, from their travellers, as they should. I think it would be time well spent if every one would talk over, with the traveller, every customer on his route in order to post himself as to the character and habits of every debtor on his books.

Unpleasant correspondence seems to fall to the lot of the credit man. It is no easy thing to write the customer that he must pay up his account at once, and at the same time keep his good will and future business. It is hard to dun a man when he is behind and at the same time make him happy. I have observed, however, that the one who makes the least enemies in this sort of work is the man who is outspoken, candid and tells his debtor just what he wants without any equivocations or excuses. If you do not wish to fill an order because the man is now owing you all he should, tell him so, but do not try to deceive him by allowing him to think that you are out of the goods, or cannot fill the order for any other reason than the fact that he is behind and must pay. When you deviate from the plain, straight facts you lengthen the agony, and the debtor has less respect for you when he finds out the truth.

For Both Heel and Toe.

A novelty in the English trade is a combined heel and toe clip. At first blush one would consider the heel part of it a distinct disadvantage; for it has always been a cardinal doctrine of faith that the toe is the only portion of the foot that should come in contact with the pedal. Ankling has always been a fetish among riders and ankling is possible only with a great deal of toe action.

It is claimed for the toe and heel clip that it is always evenly balanced, whatever plane the cycle may take, and that it can be made either as a separate heel clip (thus making it most suitable for the use of ladies), or combined as a toe and heel clip for general use. Where lightness is essential, toe and heel clip and pedal are made all in one piece, the bar of the heel clip taking the place of the side bar of the pedal, and as this bar has no teeth in it, tearing of the sole of the boot is done away with. The heel clip adapts itself to existing pedals, and can be adjusted by means of a nut and bolt to the size of the rider's foot. To be able to push from the heel is claimed as a great advantage, this method, it is said, giving more power over the machine. Furthermore, this pedal provides more bearing surface for the foot, thus keeping it in perfect line and conducting greatly to the comfort of the rider.

AMATEUR SLEUTH AT WORK

He Locates Another Stolen Bicycle and is Instrumental in Having it Recovered.

That Sherlock Holmes of the retail bicycle trade, Robert R. Miller, of the Pope company's New York store, has another achievement to his credit in recovering a stolen bicycle, though this time the thief was not caught. One of the company's customers reported that his Columbia chain machine had been stolen on September 23, and through some effective "sleuthing" by Miller the customer was riding his bicycle five days after it had been stolen. The machine had been left in front of a residence in Bath Beach for a few minutes while the owner was inside, and when he went out to ride away the Columbia was nowhere to be seen.

The owner telephoned to the Pope company's branch in Warren street, telling them that his machine had been stolen and asking them to keep a lookout for it. He gave them the serial number, and described the equipment, and, armed with the particulars, Miller began a search among some of the lower East Side stores he had visited when making his successful search for the five machines which had been taken from the branch store some weeks ago. He finally located the machine in a small repair shop near Third avenue. He told the man that the bicycle had been stolen and warned him not to sell the machine.

Miller had waited on a young man who came into the Warren street store the day upon which the telephone message had been received from the customer whose machine had been stolen at Bath Beach. The young man who called at the store asked to see a second hand Columbia, and wished to know how much one would cost. When he was told the price he seemed surprised, and said that a second hand Columbia, almost new, had been offered to him for \$10, but refused to tell the location of the store where the machine was. Miller at once thought of the stolen bicycle and started out, looking through the repair shops on the East Side, with the result that he found the machine. He telephoned the owner, who went to the place the next day and secured his property without trouble or expense.

New Zealand Is All Right.

Statistics for the first quarter of this year, which have but just become available, indicate that whatever may be the case with the rest of the world there's nothing the matter with New Zealand. During the three months there were imported 4,283 bicycles, as against 2,777 during the first quarter of the previous year. The importation of parts also increased appreciably—from \$122,745 to \$153,545.

TO FOSTER INSTALLMENTS

English Trade Inclines that Way and Novel Procedure Is Contemplated.

There is a very marked disposition in English cycle trade circles to foster and in every way extend the system of instalment sales. The successive reductions in prices have brought the cycle within the reach of a large number of people who could not in the earlier days afford it. But as the circle of possible buyers has tremendously widened there have come within that circle many people who want bicycles, but cannot possibly raise the money to pay for them in cash. The instalment plan is the natural refuge for such people, and the retail trade has of late largely increased its proportion of time business—to the greatest possible extent, indeed, permitted by their means. Any further extension is dependent on assistance from the outside.

The problem that is perplexing the British trade, therefore, is how to obtain this financial assistance. Few makers are in a position to extend it, although one concern—an old and fairly large one—has put into operation a plan which entirely relieves the dealer of responsibility. "You supply the machine from your own stock, or we will send one direct from the works. The moment we accept the order we credit your commission in full, and the transaction as far as you are concerned is closed. The client remits direct to us," is the terse way their advertisement puts the proposition.

There is a plan on foot to form a company—backed by outside capital—to take over the matter of financing and looking after instalment sales on a big scale, reference to which was made in these columns some little while ago. In support of the scheme *Bicycling News* makes the surprising statement that already two-thirds of the sales are made on the instalment plan, and adds that everything points to an increased development in that direction.

"Unless the capital is quickly forthcoming which is necessary to freedom of trading, this development will either be arrested or will pass into the hands of firms who are not regarded as being of the cycle trade at the moment," it goes on to say. "Either would be a grave misfortune, and it is to be hoped that, despite the obstacles which stand in the way, those interested in the cycle industry will be able to give the proposed scheme such support as will, in the aggregate, enable the problem to be handled satisfactorily. Various objections have been laid against the scheme by critics, some of which are sound; but destructive criticism is the easiest of all, and what is obviously required at this juncture is a practical beginning.

"Twenty-five thousand pounds may be inadequate to finance all the gradual payment business of the cycle trade, but it will con-

stitute a very satisfactory start. On the success attending on its investment will depend all future development of the idea. We have not the slightest doubt of its success, and we are equally confident that when that success shall have been made clear, abundant supplies of fresh capital will be forthcoming.

"The difficulty lies in the fact that those financially interested in the cycle trade have invested so largely in it that it is difficult for them, at the moment, to find fresh funds for this exploitation. It is, accordingly, the outside investor who is being appealed to for the necessary capital, and it must be confessed that the unsettled nature of the retail market offers him a reasonable excuse to defer his decision on a matter which can ill brook delay. But the question is one so plain in its answer to those who understand the cycle trade to-day that we would regard it as a very serious error on the part of those involved if any sacrifice necessary to keep the profits accruing from this branch of trade in their hands were refused. To point out the benefits accruing to the trade from its adoption would be a work of supererogation. It offers a possible antidote to the bane of price-cutting, and means whereby the profits now derivable almost solely from the cash trade in cycles can be increased without any counterbalancing drawback."

The Tying of Spokes.

Frequently the question bobs up, is it advisable to tie spokes at the intersection? Old as the problem is, it is perhaps as far from being settled as it ever was. Some maintain that by tying the spokes the wheel is materially stiffened, an assertion which is no doubt true; on the other hand, some experts say that by leaving the spokes untied the wheel is more elastic and can therefore withstand a greater shock. The fact that tied spokes eventually become loose at the intersections, they argue, is proof that it is best to leave them untied.

Rubber Bands vs. Plugs.

A diversity of opinion exists as to whether it is better to repair small punctures in single tube tires with rubber bands or plugs. Those who use the former method point out that by the use of bands it is unnecessary to enlarge the puncture, which is no doubt a correct view. On the other hand, there are repairers and riders who use plugs, no matter how small the puncture may be. The argument they put forth is that it is only a question of time till a band repair loosens and breaks, whereas a plug, properly set, rarely gives out.

Distress in Coventry.

There are some four thousand mechanics out of employment at Coventry, England, as a result, largely, of the slackness of the cycle business. Another reason that is assigned for the large number of men thrown out of employment is the installation of automatic machinery, which needs only to be looked after by girls.

AN INSTRUCTIVE COMPARISON

Optimism and Well Kept Stores Go Together—A Traveller's Experiences.

"The real value, in a dollars and cents way, of a well kept stock and salesroom never struck me quite so forcibly as during the last few weeks which I spent riding my bicycle through New England," said a travelling salesman just returned from his vacation. "I had never made any business trips in the district through which I rode, and none of the dealers and repair men knew that I was engaged in selling bicycles, so that they talked to me as they would to any one who happened to come into their places of business.

"The men with the well kept stores almost invariably told me that business was good, and they were optimists on the outlook for next season. They kept their windows clean and bright and changed the window displays often. The bicycles on their floors were kept polished up and free from dust, and the tires were blown up as often as they needed any attention. There were no loungers standing around in old, grimy sweaters, and the places were kept so neat and clean that any lady could go in and look around without fear of soiling her dress.

"The men that thought the bicycle business would never pick up and who said that sales had been few and far between this year generally had stores that looked more like those of second hand dealers than anything else. The goods in their windows seemed to have been there for months, and the bells and handle bars would be covered with dust and very often rusted. The machines on the floor would be dusty, often a tire or a handle bar or both pedals would be missing, so that even if a stray customer should come in and wish to take a bicycle away with him it would be a difficult matter to get a complete machine ready very quickly.

"I had never noticed the difference so much when on business trips, as there would be but one man in each town for me to call on, and often that one man would come to the hotel and I would not see his store at all. It seems to me that if more attention were paid to keeping bicycle stores neat and clean and to having the stock always in a salable condition there would be much less talk about bad business.

Stairs Converted This Motorcyclist.

"Put me down as in favor of 110-pound machines," writes a well known motorcyclist who heretofore has been "on the fence." "I have been thoroughly converted. We recently changed residences, and after a few days of carrying my 160-pounder up and down a flight of narrow stairs with an acute turn at the bottom, I began to see the light and to appreciate the full meaning of the lighter machines."

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency
Terms address

NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

FISK FOR 1905.

88 H. HAS FORGED AHEAD ON MERIT.

66 EXTRA HEAVY HAS PROVEN ITS ASSERTION.

66 STILL HOLDS THE KING OF ROAD TIRES.

44 MADE A RECORD IN 1904.

FISK PUNCTURE PROOF HAS NO COMPETITORS.

FISK JUVENILES HAVE ALWAYS LED.

FISK Motorcycle give more mileage than any other.

FISK LINE FOR 1905 CAN'T BE BEAT.

Don't close before you see our Goods and Prices. They will convince you.

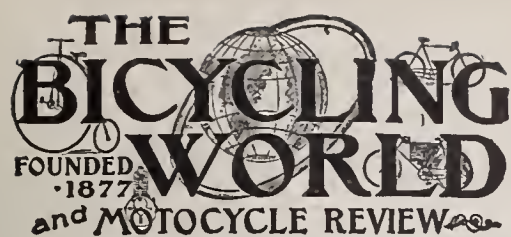
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THE FISK RUBBER COMPANY,

CHICOPEE FALLS, MASS.

Western Sales Office, 52 State Street, Chicago.



In which is Incorporated
"The Wheel" and the "American Cyclist."

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 15, 1904.

Concerning Carried Over Stock.

About the last thing a dealer desires to do is to carry over a lot of this year's machines. If there is one thing he tries not to do it is this. From the time spring opens until the summer is past that is a point that he keeps ever before him. He will not, he resolves, be caught like he was last year and have his money tied up in machines that must be sold at a considerable loss when the next season opens. So he keeps his stock as low as possible—and at the end finds that while he may not have quite as many machines as before, yet he has more than he expected or desires.

Beyond making fresh resolves with regard to 1905, the average dealer does nothing with the machines. They stay where they are—which is usually on the salesroom floor. In the rather unlikely event of their room being required during the winter, they are taken somewhere else—probably to the repair shop. In any case, they get knocked around, kicked and scratched until when the next season

rolls around they are more than shopworn—they are second hand. As such they must be sold at a still more greatly reduced price, until the dealer is lucky if he gets what he paid for them.

The best way is to take these machines, or all but one of them, and put them where they will not deteriorate in value. The thorough plan is to crate them—a few crates should be put aside for this purpose instead of being broken up—and put them away where they will be free from dampness. If such a place is not obtainable, "slush" the nickel parts liberally and wrap the enamelled portion in burlap or Manila paper and put them away.

When you get them out in the spring they will be in as good condition as when they came off your floor, and the price you will be able to obtain for them won't suffer by comparison with that for second hand goods.

The Uselessness of Numbers.

By one of its chief apostles, the Massachusetts Highway Commission, the system of registration and tag-carrying has been given a solar plexus blow. It has ruled that it is incumbent on constables and their ilk to identify offenders by more than the numbers of their motor cars or motorcycles—a decision more just than the law itself. It means, in substance, that the police must be able to reasonably describe the car or the cycle involved.

It is the first real blow that has been struck at the miserable law that prevails in Massachusetts and serves to show the utter absurdity of the whole registering and numbering system. If anything else were needed to expose it it is to be found in the results of seven cases that brought out the commission's ruling. In two instances the men summoned and whose numbers had been "taken" by Shrewsbury constables proved that their cars had not passed through Shrewsbury on the date alleged; and in another case the offender proved that he had sold his machine previous to the date specified. The men were acquitted, of course, although one of the seven alleged culprits actually had his right to use the public roads suspended for a period of two weeks—a penalty that suggests Russian justice.

These facts are of interest to motorcyclists because the Massachusetts law applies to them exactly as it applies to automobilists. They are of particular interest at this time, as the Federation of American Motorcyclists is taking the first step toward securing the

repeal or amendment of the despotic law. The ruling of the Massachusetts Highway Commission should prove of assistance in furthering that end. There is no statute that more deserves the opposition of freemen.

It places in the hands of the Massachusetts Highway Commission power that is equalled only by that possessed by the Czar of Russia. It is made an offense to loan or to borrow a motorcycle; it is an offense to sell one without reporting the sale, an offense to permit one to remain standing unlocked. The makers and dealers each pay an extra and special tax for the privilege of selling the same vehicle, and the purchaser in turn is similarly mulcted. Despite the fact, a particular road in the State may be closed to motorcyclists, and their right to use the common roads may be wholly revoked at any time within the pleasure of the Highway Commission, while ever must they travel fortified with the tag and bit of paper that guarantees the unmolested exercise of a right that has been made a privilege.

The foundation of the entire law is, of course, the system of registration and numbering which legislators in their infinite wisdom conceive to be the remedy for all evils. From the beginning, the Bicycling World has inveighed against the injustice of double and triple taxation and the un-American principle of revoking the inherent right to use the public highways, and has as steadfastly maintained that the numbering system is at once a delusion and a snare. Instances without number have accumulated to bear out our assertions.

The advocates or apologists of the numbering system rest on the "safeguarding the public" argument, and if the number served this purpose small objection could ensue, provided that all other private vehicles were subjected to the same provision. For if the public weal is really served by the display of numbers the sane and logical law would be that which required all vehicles, regardless of motive power, to display them. The person who is killed or injured has small choice regarding the instrument of his death or injury. It is quite as painful, possibly it is even more painful, to suffer accident or death from a horse drawn vehicle than one propounded by a motor. If the number serves police purposes and contributes to the apprehension of offenders, it appears wise and judicious to provide for the apprehension of all offenders or unfortunates. One is not more culpable than another, and the law that says so is a lie.

The laws that brand the motorcyclist with a number, and require him to pay for the branding, are of the sort. They prejudge him and compel him to travel, not as an honored citizen, but bearing the mark of a probable malefactor. He is singled out from his fellow man. If this does not constitute class legislation our idea of it is sadly awry. These laws arise from prejudice or newspaper clamor, or both, and incorporate the spirit "it is better that a hundred innocent men shall suffer than that a guilty one shall escape," which is directly contrary to the spirit of real justice.

If the number checked speed and assisted the police in the enforcement of the law there might be at least a shred of excuse for it. But, as when an offender is apprehended the number of his license manifestly does not slacken his speed or contribute to his arrest, it is without purpose. And as in the event of escape, the courts have held that identification by number is not sufficient or convincing, to the lay mind it would seem that the law or system falls flat between the two fences.

If real red blood flows in the veins of the motorcyclists of Massachusetts they should quickly and in full force fall into the ranks of the F. A. M. and speed the work that is in view.

The Safety of American Cycles.

No class of cyclists has been so well safeguarded as those of the British Isles, yet nowhere have accidents been more numerous and serious than in the domain of King Edward.

Brakes are a sine qua non on British cycles, and the latter are not considered perfectly safe unless they have at least two of these useful articles; while the solidity of British bicycles has long been proverbial and a matter of faith. Yet, despite all this, accidents continue to occur in large numbers, an astonishing proportion of them resulting fatally. The press fairly teems with accounts of these mishaps, and columns of advice are given space in the endeavor to lessen the number. In one of the current British journals mention is made of no less than four almost identically similar happenings, viz., of riders being injured through being thrown over the handle bars of their machines. The frequency of these reports makes the journal in question ask what is the cause. "Is it that we have carried the forward position too far, both in machine and rider?" it asks.

It is a natural conclusion, we should say,

that either poor riding or poor machines are responsible for these mishaps. Certainly they do not occur here, notwithstanding the fact that no machines have two brakes and a great many are entirely innocent of these useful articles. In spite, too, of the fragility of American machines, they do not anywhere near equal the record of English ones in the matter of breakages.

The Season for Cycling.

Because the riding season is nearly over is no reason why cyclists should lessen the pleasure of the remaining weeks by an all timed and ill considered parsimony. We came across a rider the other day who had to stop every half hour or so and pump up his tires. He explained that he had a slow puncture—most likely caused by a leaky plug, he added—but it was so late in the season that he did not think it was worth while to go to the expense of having it fixed. Another has his machine practically out of commission because there is a broken spoke in the rear wheel, and he is afraid that if he takes any long rides without replacing it other spokes will go. So, rather than spend a few cents to have a new spoke in he is missing the most delightful riding of the year.

The knowing wheelman has learned to appreciate the fall months. Not only are roads, weather and scenery at their best, but the end of the enjoyable riding is near at hand, and he feels that he must make the most of the little time that remains. There is all winter to abstain from cycling, and the longer it can be staved off the better it is.

The man possessed of a bicycle, whether propelled by motor or muscles, who does not at this season permit it to take him far afield, does not deserve to own one. The hillsides and valleys are fairly ablaze with red and gold, and the eye-pictures that they present must delight the soul of all but the man tightly gripped by indigestion. At no other season of the year is the countryside so glorious.

Although said a thousand times, it is still timely to suggest that riders who wish to get enjoyment out of the fall riding, without injurious after effects, should clad themselves warmly. Especially is it important—nay, necessary—to adequately protect the hands, wrists, feet and chest. This done, the battle is won. However fierce the winds and chill the temperature, a pleasant glow will permeate the entire frame after a few miles have been ridden, and imbue the rider with a pleasant invigoration.

Making Hens Help Pay Repair Bills.

H. J. Wehman, the secretary of the F. A. M., has inaugurated the fashion of making that arch enemy of motorcyclists, the way-side hen, help pay for the damage it does. On a recent ride, a particularly plump fowl brought down Wehman and paid the penalty with its life. Instead of, as usual, permitting the "carcass" to lie in the road, he picked it up and slung it from his handlebar. When he stopped, a few miles further on, an Italian offered him 25 cents for the "bird." Wehman gave him a stony stare, but when the would-be purchaser bid up the price to 35 cents the motorcyclist made the sale on the spot.

The Expectoration That Rolled Him

After scolding and making uncomplimentary remarks for some time in the belief that the riders in front of him were expectorating and that the wind was blowing particles of the saliva in his face, he began bumping along on his front rim. It was only then the cyclist with the ruffled temper "tumbled" to the fact that he had punctured, and with each revolution of the wheel some of the liquid puncture proof dope which he had injected into his tire a few days before was being thrown out, and that was the saliva that was striking him in the face.

Quality of Oil Counts.

In a number of motors, although the compression is good, power is not developed in accordance with the size of the cylinders, and there appears to be a decided tendency to overheat in the engine. This is often due to using a lubricating oil which is not suitable for the type of engine, as it is found that an oil which gives good results with one type is worthless for another. An oil may appear thick, and yet under the heat and working conditions may thin out to such an extent as altogether to lose its lubricating quality.

To Test Platinum Points.

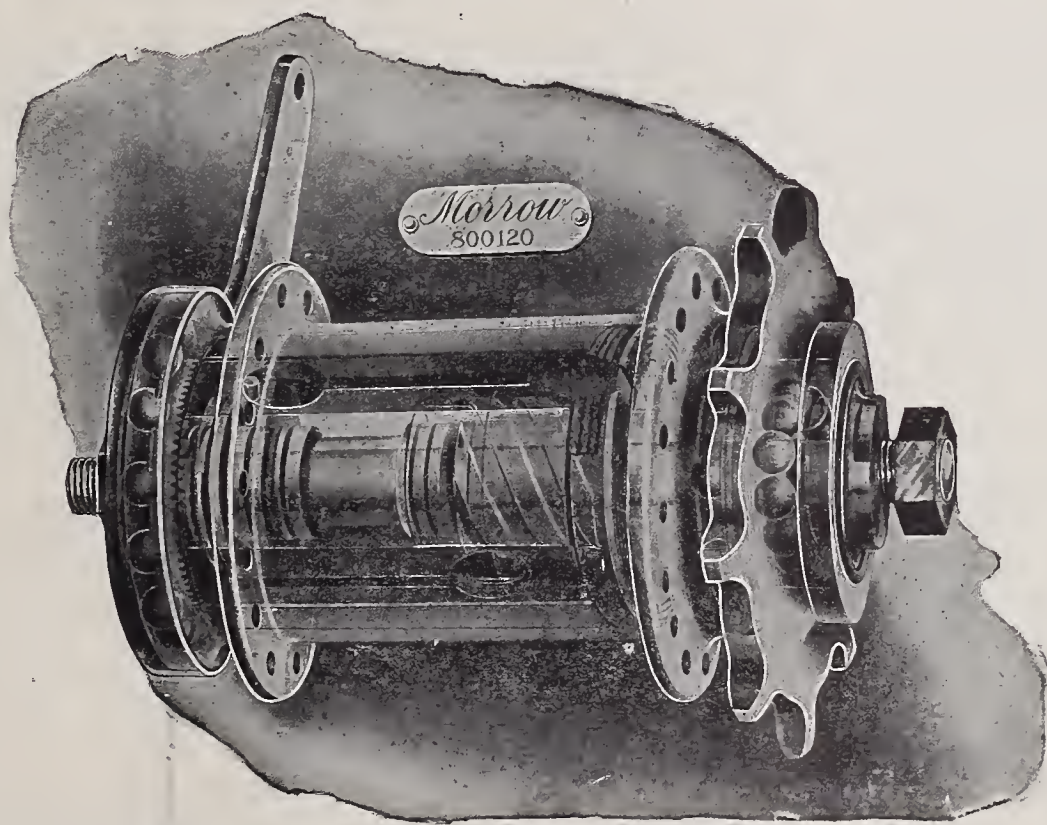
When misfiring is persistent, do not think of your "platinum" points as Caesar wished to think of his wife. Alloy creeps insidiously into everything one hammers or eats, into every crevice of food and manufacture, and why should those tiny contacts escape? Very likely they are not platinum at all, but are as plated as your tablespoons. Touch it with sulphuric acid; if it turns color it is German silver. Get at it with a punch and rivet in a bit of the right stuff.

California Puts Forward a Claim.

Over one-ninth of all the motorcycles produced in this country are sold in California, or, at any rate, a California publication says so. The basis for the assertion is not included in it.

During the first six months of 1904 the exports of motorcycles from Germany increased to 2,236 machines, as against 900 machines in the corresponding period of 1903.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



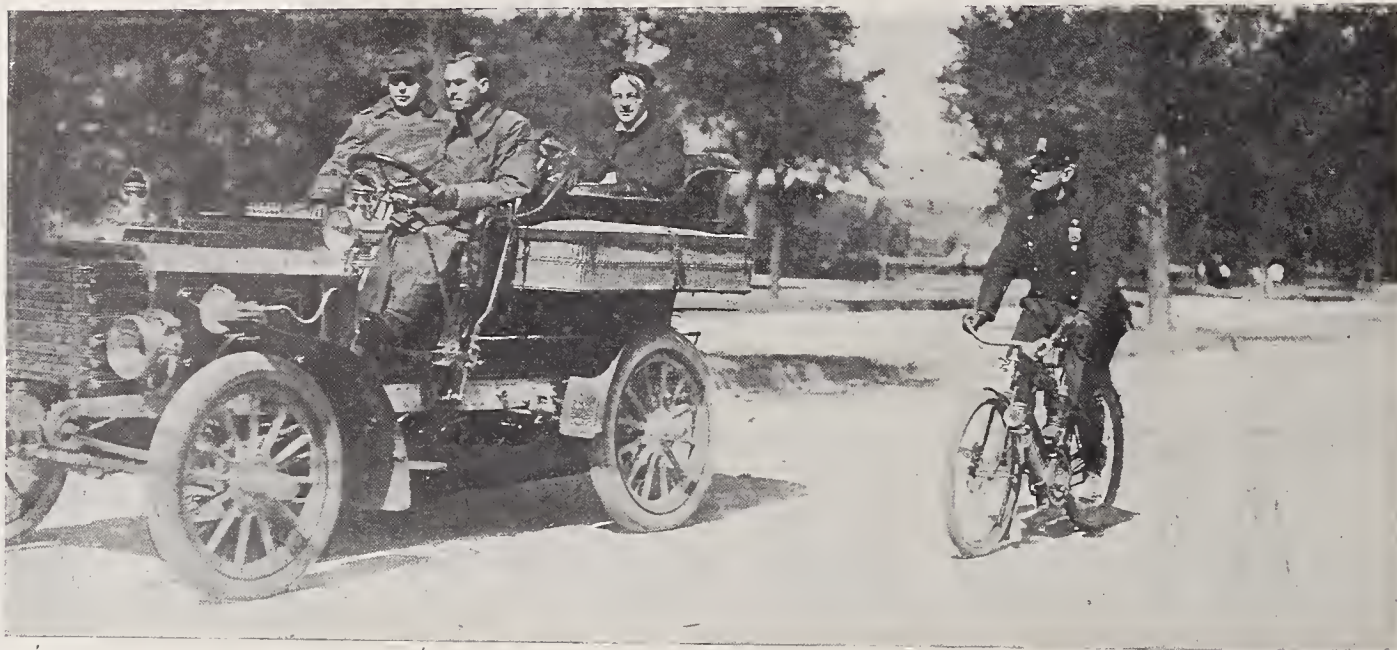
This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.

THE BICYCLING WORLD

The Advent of the Motorcycle "Cop."

Illustrating A Typical Incident in the Performance of His Duty as Interpreted by the First of His Kind, Patrolman Ennis, of New York.



THE CHASE.



THE CAPTURE.



THE ARGUMENT.

DISQUALIFICATION FOR McNEIL

Canadian Committee Finds That he was not Eligible to Dominion Championships.

A special meeting of the executive committee of the Canadian Wheelmen's Association was held at Toronto, Ont., on October 4 to consider the protests entered at the annual meet, the following members of the executive committee being present or represented: H. C. Clarke, president, Vancouver, B. C.; W. G. Ayling, Montreal; J. C. Saunders, Ottawa; Louis Rubenstein, Montreal; G. S. Percy, J. E. Willows and H. B. Howson, Toronto. A letter was read from a member of Chairman J. F. Race's family, explaining that he was dangerously ill.

The first protest taken up was that of W. E. McCarthy, of Stratford. Secretary Howson produced evidence that McCarthy had never won a race from scratch, and that he was entitled to first place in the novice event.

The protest against J. J. McNeil, of Boston, Mass., in the Dominion championships, was then considered. McNeil is a Canadian by birth, but has resided in Massachusetts since October, 1903, he being now one of the speedy riders on the famous Charles River track. He was protested by two New Brunswick riders on the grounds that the rules state: "Championships are open only to wheelmen who have resided in Canada six months previous to the date of race." McNeil's friends contended that the rules did not say immediately previous to date of race. Chairman Percy of the racing board ruled that the section meant immediately previous to date of race, as that was the intention of the compilers of the rules. The executive committee voted, unanimously upholding this ruling, and Secretary H. B. Howson was instructed to communicate with F. T. Thomas, secretary of the Century Racing Club, who conducted the meet, and notify the club to readjust the position of the winners, excluding McNeil's entry in the championships and award the prizes accordingly.

Krick of Reading Reappears.

Bicycle races were the attraction that drew four thousand spectators on the opening day of the Berks County Agricultural Fair at Reading, Pa. Charles W. Krick, once one of the best amateur sprinters, was a starter, and won his heat in the one-mile open, but failed to secure a prize in the final. He also qualified in the two-mile open. Joseph Roczkowitz, of New York, was a scratch man in the five-mile handicap. The summaries:

One-mile open—First heat won by Charles W. Krick; Roy Lochman, second; Harry Bewley, third; time, 2:46½. Second heat—Won by Bewley; James Phillips, second; Allen Miller, third; time, 2:40 2-5. Final heat—Won by James Phillips; Roy Lochman, second; Harry Bewley, third. Time, 2:32.

Half-mile match race—First heat won by

Howard Sittler, Reading; James Phillips, second; time, 1:39 2-5. Second heat—Won by Howard Sittler, Reading; James Phillips, Philadelphia, second; time, 1:39. Final heat—Won by Howard Sittler, Reading; James Phillips, Philadelphia, second. Time, 1:43.

Two-mile open (trials, one-mile heats)—First heat won by Howard Sittler; James Phillips, second; H. Messmer, third; time, 2:27. Second heat won by W. Bewley; F. A. Gehret, second; Charles W. Krick, third; time, 2:35. Final heat—Won by Daniel Trotter, Philadelphia; James Phillips, Philadelphia, second; Roy Lochman, third. Time, 5:33.

Five-mile handicap—Won by Harry Bewley (350 yards); Fred Longnecker, Wernersville (300 yards), second; Daniel Trotter, Philadelphia (25 yards), third. Time, 14:08.

Human Pacing at Vailsburg.

Vailsburg's closing meet for the season of 1904 is announced for to-morrow—if there is no rain—and the occasion is to be the annual benefit for the employees. There will be match races between some of the track employees, the regular professional and amateur events in addition to the ten-mile human paced race between Oscar Goerke, of the National Athletic Club, of Brooklyn, and Alfred Ashurst, of the Bay View Wheelmen, of Newark, and a half-mile professional match race between Floyd Krebs, of Newark, and William R. Lee, of New York City.

New York City, Brooklyn and Newark have been scoured in the effort to obtain multi-seated pacing machines upon which to mount the crews who will endeavor to lead the ambitious amateurs to victory. Goerke will have perhaps a slight advantage over Ashurst, as the Brooklynite was a competitor in the amateur world's paced championship which was run at London on the Crystal Palace track during the early part of last month. While Goerke did not win the race, he obtained much valuable experience behind motor pacing machines which should give him a decided advantage over the blond Bay View Wheelman. Lee should be able to give the "Flying Dutchman" a hard struggle, as he was a good match race rider as an amateur, having a victory over Burton Downing to his credit as well as a defeat of Hurley in one of the heats of another match race.

Europeans Bound for Australia.

While Iver Lawson and "Major" Taylor have contracts which will enable them to keep the Australian wolf from the door while they are in the Island Continent this coming winter, they will have opposition of a very high order. Thorwald Ellegaard, the Dane, who won the world's sprinting championship in 1901, 1902 and 1903, was accompanied by Walter Rutt, the German sprinter, when he sailed for Australia recently. Ellegaard signed a contract by cable during the championship meeting in London, and Rutt suddenly made up his mind to make the trip with him. Ellegaard's contract included return tickets for himself and wife, and Rutt's newly married spouse went with him.

WALTHOUR AGAIN VICTORIOUS

Resumes His Winning Streak by Defeating a Large Field on Paris Track.

Robert Walthour again scored heavily on October 2, when he established new records for the hour behind motor pacing without wind shields at the Parc des Princes track in Paris. The former record was 77 kilometres 393 metres, and Walthour's new record was 79 kilometres 676 metres, or 49 miles 745 yards. Walthour's opponents were Albert Champion, Bruni, Gussie Lawson and Michael. Lawson had fallen two days before the race, which may account for his poor showing.

Walthour had a lead of 100 yards after the second lap was finished and had gained a lap on his opponents in the first five minutes. Bruni was in second place and Champion third from the start of the contest. Walthour was ahead of the previous record from 10 kilometres, and when he had covered 20 kilometres he was two laps ahead of the field. At 30 kilometres he was three laps ahead of the others, and a full minute ahead of the record. Walthour had four laps lead at 50 kilometres, for which his time was 37 minutes 14 4-5 seconds. Walthour's pace-maker rushed between Bruni and Champion after completing 50 kilometres and the pair were so frightened that they eased up for fear of an accident. At 60 kilometres Walthour was 1 minute 23 seconds ahead of the old record, but eased up after that, and was only 34 seconds ahead of the former record at 70 kilometres. Bruni was second, Champion third, Lawson fourth and Michael fifth.

Dinkledge Scores at Kansas City.

Indians won both of the two motorcycle events that were run in connection with the automobile meet at Kansas City, Mo., on October 6. Charles Dinkledge won the five-mile event, on an Indian, in 8:32½, with A. O. Brooks, also on an Indian, second. The three-mile resulted in a victory for C. C. Hahn, on an Indian, in 5:10, with Dinkledge second. Walter Lindell, on a March, was third in both events. Summary:

Five miles, motorcycle—Won by Charles Dinkledge (1½ horsepower Indian); A. O. Brooks (Indian), second; Walter Lindell (3 horsepower March), third. Time, 8:32½.

Three miles, motorcycle—Won by C. C. Hahn (Indian); Charles Dinkledge (Indian), second; Walter Lindell (March), third. Time, 5:10.

Michael Coming Here?

Apparently Jimmy Michael will be once more seen in this country. It is reported that he has been booked to meet Robert Walthour in a one-hour event on the Saturday previous to the beginning of the six-day race at Madison Square Garden, New York City.

NOT LIKE CYCLE SPORT

An Old Timer Views the Vanderbilt Automobile Race and Grows Reminiscent.

"With all the excitement, risk, publicity and sensationalism that accompanies this fascinating sport, I cannot see that it has the thrills and rivalries that existed between different clubs and cities in the good old bicycle days," remarked a prominent automobilist and an old time bicycle road racer as he lapsed into a reminiscent mood during a lull in the great Vanderbilt race on Long Island last Saturday.

"It recalls that in the height of my road racing career that my club selected me as its representative in a match between the leading speed merchant of a cycle club in an adjoining city; there had been discussion and claims made on both sides for a long time as to which club possessed the speedier man over a wild mountain road near my home town for a distance of forty-five miles, a pretty good run in the days of the ordinary, wasn't it? The course for the greater part had extremely hard hills, both up and down, was boulder-strewn, full of ruts and sharp turns, and if great risks, skill and daring are required in this contest, the same features were certainly not lacking in this match race. It was, indeed, a delicate problem to know just how fast one could dare take the turns on the descents; at the foot of one long hill there was an unrailed bridge in the form of a sharp turn, and as I bounded across my front wheel was only about three inches from the outer edge, while the little wheel in the back could be felt hopping outward over the corduroy planking to a decidedly uncomfortable degree.

"It was a hair raising instant, but it was an intensely close match, and all sorts of tricks and daring had to be resorted to to win. I thought surely I would lose my opponent here, but was mistaken. He evidently took the same chance I did, and on the next hill he was again in hot pursuit.

"It was my lot to be pursued this way until about ten miles from the finish. Here there was an unbridged creek about a foot deep right in the valley of two steep hills. Across the bed, which was of sand, there was a path varying in width from two to six inches, where there was a firm bottom. I was on to the trick here, and never slackened my pace for an instant, bounded across with a mighty splash, and sped up the next hill. Oh! he must have thought it was easy, and tried to follow, but he was not on to the game, and hit the sand, as I knew from the commotion (for he was well within hearing distance) that followed, and by the time he picked himself up and recovered from his surprise the coveted bird had flown. From there on I breathed easier, reached the destination in good shape amid the cheering of my club mates, and was washed up and rested long before the other man hove in

sight. It was a strenuous ride, but it was sport, grand sport; there never was anything like it, and I don't believe there ever will be, at least I have given up all hopes of ever living those grand old days over again. There's nothing to compare with it in automobile racing."

Wheeler Grinds Out a Triple.

H. H. Wheeler, that indefatigable mileage grinder, of Pomona, Cal., completed his second triple century of the year on September 29-30. He completed the 300 miles within thirty-six hours, using a gear of 140 inches. An unusually fierce wind prevailed during the first day, and on the hills, of which there were a number, Wheeler "got all that was coming to him." He had but two hours' sleep,



AN INSINUATING SIGN IN SLEEPY HOLLOW CEMETERY, TARRYTOWN, N. Y.

and ate nothing from about 8 o'clock in the evening until 4 the next afternoon, and did not experience the slightest discomfort thereby.

Wheeler has been a non-flesh eater for twenty years, and for the last year and a half has followed the no-breakfast, two-meals-a-day plan. He says that while he is not so illogical as to claim that this plan is best for every one, he is satisfied, and thinks his experience is in support, at least, of the claims that a non-flesh diet is best for feats of muscular endurance, and that one can do better physical and mental work by eating only two meals a day.

Odd Effect of Oiled Roads.

Motorcyclists who have used the roads of Long Island since they were oiled for the automobile race for the Vanderbilt Cup report a peculiar experience. Fine particles of the oil-soaked macadam are thrown up into their faces; each particle being distinct and separate, the effect suggests riding through swarms of invisible gnats. The oiled particles also cling to stockings and knickerbockers, staining them and even penetrating to the underwear.

TRUEING A WHEEL

How Best To Go About It—A Piece of String As the Gauge.

Truing wheels is a matter that riders are generally recommended to have done by experts, yet, where these are not to be had, with a little care and patience the rider with average mechanical ability can soon master the problem.

A few simple rules are, to first make the wheel perfectly round; free from lumps or depressions in the circumference, and then true laterally. To true the circumference, a piece of chalk is held close to the rim, and the wheel rotated; thus, the high places will be marked, or, if the chalk mark extends nearly, but not entirely, over the whole circumference, then there is a depression in the rim.

The spokes in a high place must be tightened while the others are loosened, and to take out a depression the order of procedure is just reversed. In either event the nipples should only be turned slightly; it is a somewhat tedious process, but with patience results will come.

After the wheel is perfectly round it should be trued laterally, which is easier than trueing the circumference.

Sometimes, usually with old machines, it is found that it is impossible to turn the nipples. This is because the threads on the spokes have become rusted, or that the nipples have been screwed on to the spokes as far as possible. In either case all that can be done is to insert new spokes.

After the wheel is true laterally, a string should be stretched from the centre of the rim from points diametrically opposite, and the distance to the hub flanges noted. If the string is not in the centre, the spokes should be slightly loosened all the way around on near side, and tightened on the far side, and then, of course, trueing again if necessary. Wheel trueing, for the inexperienced, is a time-consuming process, but well worth the time spent.

One Hundred on Half Century.

Nearly one hundred riders participated in the first half century run ever held in Baltimore, Md., which took place under the auspices of the American Wheelmen on Sunday last. The route lay from Baltimore to Owing's Mills and return in the morning and to Middle River and return in the afternoon. A very easy pace was maintained and nearly all who started completed the run, notwithstanding that the roads were in very poor condition almost the entire distance. Captain William Morris, of the American Wheelmen, assisted by Robert Shanklin and Alvin Dent, led the riders, and the clubs represented were the American, Yale and Patterson Wheelmen.

A five mile motorcycle race was included in the list of events of the automobile meet at Rockford, Illinois, on October 6. McManus, on a Marsh, won in 10:35. A. M. Burr, on a Rambler, was second.

PITY THE PRUSSIAN CYCLIST

Some of the Burdens That an Over-Sollicitous Government Imposes on Him.

Those who rebel against lamp and bell laws and other cycling regulations, should for a moment consider some of the burdens that are thrust upon the cyclist in Prussia.

The Prussian nation is police-ridden as a whole, but the cyclist carries a double load. Besides the "ticket-of-leave" vouchsafed to the ordinary citizen, the cyclist must take out a legitimization card before he may use his bicycle in the public streets. In some cases such cards are renewable yearly, but in Berlin, for instance, where a tolerably enlightened Police Commissioner holds sway, the vexatious system of renewal, at bottom a mere empty form, has been relegated to the lumber room, the permit, which costs nothing, holding good indefinitely.

The Silesian town of Haynau insists on renewal, and not long ago a butcher's boy wheeled to this place from Liegnitz. Suddenly recollecting that he had neglected the bureaucratic formality of renewing his card for 1903, he took the earliest opportunity of altering the "3" of the date into a "4," and then rode on untroubled by any qualms of conscience. But he had reckoned without his gendarme. On the way home the butcher omitted to ring his bell at the proper moment, and a gendarme promptly pulled him up and asked to see the card with a view to issuing a summons for the offence. Naturally, the transformation was at once discovered, all the more easily as the delinquent had forgotten to "doctor" another "1903" on the card. In addition to a summons for not ringing his bell, the butcher was prosecuted on a charge of forgery. A fine settled the bell offence, but not the forgery. The judge poked about in the penal code, discovered a paragraph dealing with forgery, and sentenced the victim to a day's imprisonment.

Wants Sidepath Commission Abolished.

Lewis Edwards, a wealthy resident of East Quogue, addressed the Suffolk supervisors at a meeting this week at Riverhead, Long Island, relative to providing better conditions for bicyclists. Supervisor Lister, of Southampton town, supplemented Mr. Edwards's remarks by asking the board to appoint a county engineer and have the sidepath commission abolished, leaving the county engineer to care for the cycle paths as well as the highways.

All summer long a large number of complaints have been made to authorities that the cycle paths are not kept in rideable condition. The sidepath commissioners have replied that the fault was not wholly theirs; that bicyclists refused to buy tags, and, therefore, the money to fix up paths was not in hand in as large sums as is necessary to keep them in the proper shape.

Mr. Edwards pointed out that several ac-

cidents had lately occurred because of poor paths, and that he had, at his own expense, trimmed up and repaired in good shape the Quogue-Riverhead path. He believed that the best way out of the difficulty was to abolish the sidepath commission entirely and have the paths kept in much the same manner that the highways are. The board took no action on the matter, but several of the members agreed that something ought to be done, and suggested that the county engineer plan was a good one.

The sidepath commissioners probably would not have their feelings hurt by having the board abolished, for it is a thankless job, and no compensation is allowed the commissioners.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Predicts Popularity of Two-Speeds.

While no instances are recorded of two-speed gears having been used in road races in this country, it is interesting to note that considerable success in this direction has been attained with the device in England.

Indeed, one authority over there says that, while the contention is not yet made that the two-speed gear will revolutionize road racing, actual results go to prove that affairs are shaping themselves in that direction. And there can be little doubt that, whether it ousts the fixed gear on the record-breaker's machine or not, it will form an indispensable accessory of the touring bicycle of the future.

When to Oil.

One of the details that far too many riders neglect nowadays is the matter of oiling. It is true, most manufacturers lubricate the bearings so that they will require no attention for a long time, yet the lubricant will not last indefinitely. The wheelman who oils up regularly—about once a month—with a high grade of oil, is more than repaid by the sweet running qualities of his machine.

CYCLES IN FRENCH CAPITAL

Are Now Vehicles of Utility, Used by an Immense Army of Riders of all Classes.

That Paris is not entirely given over to the automobile, despite the prominent position occupied by that engrosser of public attention, and has not, as a consequence, forsaken the cycle, has been made plain on a number of occasions. One of the most recent to bear testimony on the subject is an Irish rider who recently toured through France. Touching on the subject, he says:

"I had the benefit of the companionship of one who was in Paris when cycling was a fashionable craze, when every lady of class, and many of no class at all, considered it their duty to ride daily in the Bois de Boulogne, and when the number of fashionably attired people in Paris gave one the impression that cycles were as numerous as all other road vehicles put together. That was before the days of the automobile. My companion was able to point out to me the changes that had taken place in the interval; but his assistance was hardly necessary, for it was clear that cycling in France was passing through similar stages in the pastime in England, and in a minor degree in Ireland.

"Robbed of its novelty, the cycle has been made an article of utility, a cheap means of conveyance, a necessity for the person of moderate means rather than the play toy of the rich. Indeed, my first impression of cycling in Paris was that there were more cycles in use by tradesmen's messengers than by all the other classes combined, but this impression, like most that are formed too hastily, I found to be incorrect.

"The cycle is certainly used to a very large extent by the Parisian tradesmen as a cheap and rapid method of delivering light articles; bicycles and tricycles, foot and motor propelled, being pressed into service; but the cyclist messenger is, after all, but a small proportion of the cycling army of France. I came across hundreds of cyclists in a ride around the Bois de Boulogne—a park that in all save size is the equal of our own Phoenix—and quite a number of good class people were learning to ride, while on Sunday at the race meeting held at the Velodrome du Parc des Princes there could not have been less than a thousand machines stored in the official garage. For the most part, however, they were cheap machines, ill finished and sans mud guards. When I say that the American machines, of which there were a fair proportion, were much superior to the home manufactured articles, it will be understated how poor the latter were. A bell on a bicycle seemed as great a novelty as a lamp, the motor horn having replaced the former, while a Chinese lantern does duty for the latter—and very picturesque it looks at night.

"The man in the street will tell you that cycling is dying out in Paris, that the people who used to cycle are now driving motor cars

or interesting themselves in other pastimes. It may be that the upper ten have dropped the sport, but that the middle classes are as enthusiastic about it as in England or Ireland I had ample evidence.

"The evidence of my own observation was confirmed by a count that my friend made in the Champs Elysees, that grand avenue leading from the Garden of the Tuilleries to the Bois de Boulogne. It was made on a Sunday afternoon between 3 and 4 o'clock. The figures are so eloquent that I make no apology for giving them below, but I may add that they only represent the vehicles that passed in one direction. There were quite as many returning from the Bois, but it was impossible to keep accurate count of more than one of the streams. Here are the figures: Bicycles, 275; tandems, 5; motor bicycles, 5; motor quads, 5; motor bicycle tandem, 1; motor cars, 48.

"Of the bicycle riders 30 per cent were ladies in rational dress; each of the five tandems carried a rational dressed lady on the back seat, as also did the motor bicycle tandem. The figures speak eloquently and show that cycling is still a force to be reckoned with—even in the home of the motor car."

Sidewalks for Cyclists.

Out in Wichita, Kan., where the cyclist-on-sidewalk problem has been considerably agitated, the cyclists have so far had the worst of it. A wag has come forward, however, with a proposal that completely turns the tables. An ordinance has been prepared for introduction in the Town Council, from which the following extracts are appended:

Section 1. It shall be unlawful for any pedestrian to walk across, along or upon any sidewalk in the city of Wichita, Kan., from and after the passage of this ordinance.

Sec. 2. That all pedestrians in the city of Wichita who desire to use any of the public streets of the city shall walk upon the right hand side of the street, not more than four feet from the curb, and any pedestrian who shall in any wise obstruct the passage of any bicyclist on any of the sidewalks of the city, or delay such bicyclist, or impede his progress, shall be subject to fine, as hereinafter set out.

Sec. 4. Any bicyclist who shall be obstructed by any pedestrian, or impeded or delayed in his progress on the sidewalks of the city, except as provided in the last section, shall be, and he is hereby, authorized to arrest any such pedestrian and take him to the police station, where such pedestrian shall be dealt with as hereinafter provided.

The Stitch in Time.

While the bicycle of to-day runs a long time without requiring attention, it is advisable to carefully go over the machine from time to time, especially when the bicycle is new.

Very few machines will remain as originally adjusted; a nut may loosen, the nickel wears off of cones, or lock nuts set, all of which require a readjustment of the bearing.



MR. AND MRS. GEO. H. CURTISS, OF HAMMONDSPORT, N. Y.

The wheels should also be watched and kept perfectly true. The difference between the running of a bicycle that is kept in perfect order and the one that is out of adjustment, even though it be slight, is wonderful.

The rider who boasts that he never does any more than pump his tires simply displays his ignorance; he is abusing his machine, and some day will rue it.

To Wedge a Hammer Handle.

"To make a wedge for a hammer handle that will hold," says a writer in the American Machinist, "take a sheet iron washer about 1-16-inch thick, $\frac{7}{8}$ -inch outside diameter and $\frac{1}{4}$ -inch hole, and file it sharp on about half its outside edge. Then drive it into the end of the handle edgewise, leaving enough out to file to the shape of the handle. If it is driven tight enough, the wood will swell into the hole in the washer and hold it tighter than any taper wedge can be. This system has given perfect satisfaction on several hammers of different styles."

An American Amusement.

"A favorite pastime with the American racing men in Paris is 'throwing the ball,'" remarks English Cycling. "The riders stand forty yards apart and, armed with thick gloves, throw a fairly heavy ball to each other. Gussie Lawson is the champion at this game, and rarely misses a catch, no matter how the ball is thrown."

German Association's Quick Growth.

Although but sixteen months old, the German Motocycle Club has now some 5,200 members.

Sprinters May Go South.

There is a possibility that ten or a dozen of the professional sprinters who have been racing at Vailsburg during the summer will make a short trip to Atlanta before the six-day race in Madison Square Garden. The owners of the Stadium track in Atlanta are anxious to make some arrangement by which some of the riders will compete in a few races at Atlanta. If they go South, Birmingham will also be visited. Some of the intending competitors in the six-day race are sure to go South owing to the fact that Walthour and Munroe, the winning team last year, trained for the race at Thunderbolt, Ga.

How Specials Hurt Motor Cycle Sport.

"The Bicycling World's editorials regarding special racing machines hit the spot," writes J. J. O'Connor, captain of the Hartford (Conn.) Motocycle Club. "I could not get any of the boys to enter the races at the county fairs this fall because Coates and O'Malley were to be on hand with special machines. Two of us rode against Coates at the Sheffield Fair, and, of course, the race was all for second place, but close enough to be exciting."

When the Gas Lamp Clogs.

One of the most frequent troubles with acetylene lamps is that of a clogged burner. The easiest way to remedy this evil is to carry a spare burner in the tool bag; then, when trouble comes on the road, little inconvenience is felt.

Burners are inexpensive, small and can be easily and quickly removed or replaced,

HURLEY PLEASES THEM

His Bearing Made Deep impression on Briton who Wonders Why He is so Speedy.

Under the title "Marcus Hurley, World's Amateur Champion," Cycling, of London, has a graceful appreciation of the New York Athletic Club rider, who met and defeated Reed and Benyon, England's two best amateurs, in the deciding heat of the two-kilometre championship at London on September 10. Hurley's speed causes some rather odd reflections on the part of the English scribe, but one of the most interesting points in connection with Hurley seems to have been entirely overlooked—the fact that he is a vegetarian. Hurley is not only a vegetarian, but has been one for many years, and the diet seems to have agreed with him. In view of the fact that there are so many vegetarians in England, it is curious that the Britishers overlooked the fact that Hurley is also a vegetarian. The article is as follows:

"I met Marcus Hurley for the first time down at the Crystal Palace track during the championship week. As the rain had spoiled all chances of practice, I had a few quiet moments' conversation with him. Hurley has a nice mannerism, and you take to him at once. With him there is a total absence of what is expressively termed 'swank.' The young American rider, who recently secured world's honors, is well set up, not too much muscle, but plenty of sinew, and, what is perhaps most valuable of all qualifications, an abundant supply of 'grit.' A pleasant smile lights up his fair complexion as he chats with you, and his deep blue eyes carry in their gaze an expression of honesty of purpose, a keen enthusiasm for cycle racing, and a desire to be on the best of terms with the world at large.

"He was neither confident about his success in the championship race nor would he discount his chances. There was just that genuine modesty about his remarks concerning the great event that one expected to come from a man of Hurley's refined bearing. Later, when the big race had been contested and the coveted laurels won in a true sportsmanlike manner, no change was noticeable; no sudden development of swelled head. It was probably to Hurley's just 'something attempted, something done,' and the task having been completed to his satisfaction, there the matter, so to speak, ended commercially.

"Courtesy itself to other riders, and particularly toward his strongest opponents, during his short stay with us, Marcus Hurley has fairly won a high esteem bordering upon affection from his confreres of the track.

"His training work was always done in a quiet and unostentatious way. Nobody ever heard the newest of our world's amateur champions complain of anything in connection with his practice. There were no grumbles about adverse winds or the size of the track, the length of the straight or the sudden gradient of the banking. In fact, after

his very first spin on the Palace path, he spoke of it as being 'a very fine one indeed,' in reply to a query as to his impression of the three lapper.

"In certain branches of sport it is considered infra dig for the principals to hold conversation with each other before or during a contest. Such ridiculous ideas had no place in Hurley's mind, and it was no uncommon sight to see him in friendly confab with either Benyon or Reed, or any other likely compeer, for that matter. To say that Hurley is geniality itself is only stating that which will at once be corroborated by all who were brought into contact with him since he came over here. Why he should possess such a remarkable turn of speed so much in advance of our own men it would not be easy to discover. But may not, perhaps, his happy frame of mind, and the quiet manner in which he goes about his work, have some bearing upon the subject? Those attributes, and a combination of other forces, doubtless have placed Marcus Hurley upon the high plane which he has reached."

Pauli Wins Elton Handicap.

George Pauli won the closed club handicap road race which the Elton Wheelmen of New York ran last Sunday over a ten-mile course in Westchester County. Pauli had a handicap of one minute, and his time for the distance was 30:02. C. H. Homan, one of the scratch men, won the first time prize and finished second to Pauli. The other three time prizes were won by the other scratch men. The limit men, who had three minutes handicap, were passed by the back markers at seven miles, and twelve riders finished in the first bunch. There were twenty-five starters, all of whom finished. The race was witnessed by a large number of spectators.

| Order of finish. | H'cap. | Time. |
|-----------------------|---------|-----------|
| 1—George Pauli..... | 1:00 | 30:02 |
| 2—C. H. Homan..... | Scratch | 29:01 1-5 |
| 3—C. Martin..... | Scratch | 29:01 2-5 |
| 4—Fred Zapke..... | 1:30 | 30:32 2-5 |
| 5—L. Schwartz..... | 1:30 | 30:32 4-5 |
| 6—C. E. Milkowait.... | Scratch | 29:02 |
| 7—E. Toepfer..... | Scratch | 29:02 1-5 |

Time prize winners: C. H. Homan, 29:01 1-5; C. Martin, 29:01 2-5; C. E. Milkowait, 29:02; E. Toepfer, 29:02 1-5.

De Guichard Gets Bad Fall.

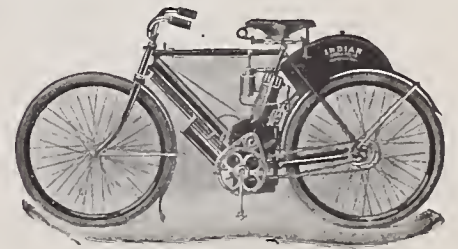
Basil de Guichard, who formerly raced behind motor pace in this country, had a bad fall at Hamburg, Germany, on Sunday, October 2, in the 50 kilometre paced race. His machine struck the banking, and De Guichard fell over it. The race was won by Demke in 51 minutes 55 seconds.

Human Windshield to Compete.

Paolo Bianchi, the Italian trainer, who looked after Iver Lawson and "Major" Taylor some time ago, has taken up motor pacing, according to reports. It is said that he is a veritable wind shield in himself.

Tom Linton, it is reported, is faithfully training at the Buffalo Velodrome, Paris, with a view of competing at the indoor track there, which will open this month.

Whenever you think of motor bicycles or whenever men talk of them your thoughts and their talk inevitably lead to the INDIAN



**Ever ask yourself why
this should be
the case?**

RECENT SCALPINGS:

At Philadelphia, Pa., Oct. 1.—Five miles race. Indians first, second and third.

At Kansas City, Mo., Oct. 5.—Indians first and second in both events.

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,
THE BRUNETTE COMPANY
491 Mission St., San Francisco, Cal.

The Reduction of English Prices.

Not even during the slump period was the tone of the British press—where it is given utterance—so pessimistic as it is at the present time over the latest cut in cycle prices. Commenting on the new situation, which it assumes the Humber reduction makes a finality, the Irish Cyclist says:

"One view, as voiced by the London manager of a large cycle corporation, is that the low priced machine cannot be so good as the old cheap grade was. It will require a special plant for its manufacture, and will ultimately lead to the whole trade becoming centred in some few large firms, as the sewing machine and typewriter are in the United States. There will be also economies in the fittings, and cheapness will be the alpha and omega of the outfit. In consequence of the cheapening process in production, many male hands—estimated at 5,000 persons—are now idle in Coventry, their places being taken by women—a pleasing prospect in the industrial life of the country to contemplate. There seems wanting only the gigantic trust to complete the transformation and Americanization—to coin a word—of one of the oldest and most reputable of British industries.

"Then, again, as regards the agents, of whom there are thousands throughout the country whose capital and means of livelihood depend on the cycle trade, they were, many of them, born into it, and for the most part they are unfitted to take up any other business. As a body, too, they make for that ideal combination of tradesman-mechanic hardly to be met with outside the cycle trade. Their salvation in this price crisis, they are told, is to be found in selling two machines where they sold one before. It would, therefore, seem that a new generation of cyclists will have to be bred at once. But such will have to understand that the changed conditions of trade will not permit further of many of those little concessions, favors or acts of give and take kind which present day riders are familiar with. A popular price, whether in guineas or in pence, means pretty much this—that a man puts down his money and asks no question and lumps his bargain.

"What market there may be for the new cheap mount remains to be seen, but it seems

quite certain that there will be none for the second hand one except it be faked to appear as of a higher pedigree. The trade in stolen machines won't be worth the pursuit; a new one may yet be got for the asking, but business in the auction bargains, soiled surplus stock, et hoc genus omne, will henceforward remain but a memory. If, however, the cheapening of the cycle will mean an increased popularity for the pastime, and be the means of finding work for the idle artisan, pleasure for the greater number and a consolidation of the home trade, to enable it to still maintain the lead of the British made cycle, the threatened flutter in trade circles may be forgiven.

"Certain it is that if the millennium is nigh, the cycle trade has been well preparing its advent for many years past."

When Dust Gets In the Eye.

The following remedy has been recommended by a physician, who is also a motorist, for eye irritation, caused by dust and flies:

To half an ounce of boric acid (chystals) add six ounces of warm water. Shake well for a minute until the acid crystals are dissolved. All the crystals may not dissolve, but a saturated solution is all that is necessary.

To use the remedy put half an ounce into a glass ounce measure, adding to it a half ounce of warm water, and apply the fluid to the eyes by the aid of an eye glass, which can be obtained from a chemist. Throw the head back and open and close the eye several times in the liquid. Dust and other foreign matter will thus be washed out.

"There's recreation in the books themselves."

77 Information

Bureaus of the

New York Central Lines

Each City ticket office of the New York Central, Boston & Albany, Michigan Central, Lake Shore, Big Four, Pittsburg & Lake Erie and Lake Erie & Western Railroads in the cities of New York, Brooklyn, Boston, Worcester, Springfield, Albany, Utica, Montreal, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Pittsburg, Columbus, Indianapolis, Cincinnati, Louisville, St. Louis, Chicago, St. Paul, Denver, San Francisco, Portland, Los Angeles and Dallas, Texas, is an information bureau where desired information regarding rates, time of trains, character of resorts, hotel accommodations, and a thousand and one other things the intending traveler wants to know will be freely given to all callers.

Send to George H. Daniels, General Passenger Agent, Grand Central Station, New York, a 2-cent stamp for a 52-page illustrated Catalogue of the "Four-Track : cries."



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Just save your "Brass Sign" certificates, one of which accompanies each dozen 4 ounce tubes of

NEVERLEAK

and when you have 12, mail them to us and we will send you this splendid

SOLID BRASS SIGN—FREE.

It measures 12 by 15 inches, is beautifully polished, and the hand engraved letters are filled in with black enamel. It is a sign of which you may well be proud, and one for which any engraver would charge you at least TEN DOLLARS.

If possible, order one gross tubes NEVERLEAK from your jobber at once and get the brass sign immediately.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N. Y.

That famous Motorcycle, the

AUTO-BI

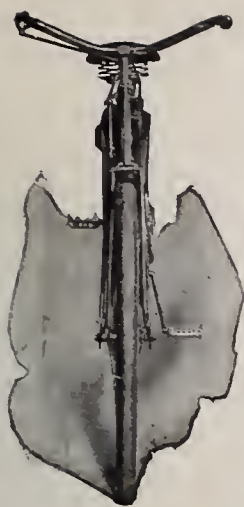
With its

Cushion Frame, Spring Fork and
Combination Steel and Leather Belt

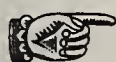
Embodies the acme of Motorcycle luxury
and reliability.

MADE BY

E. R. THOMAS MOTOR CO., Buffalo, N. Y.



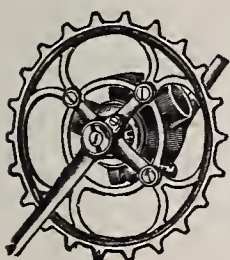
Bicycles-Tires-Sundries



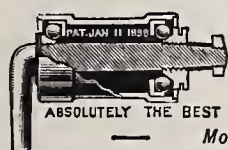
We made our purchases of tires before
the prices advanced and are ready to
share the benefit with our customers.

The prices on our other goods are also of the
interesting sort. May we submit them to you?

Boston Cycle & Sundry Co.,
48 Hanover St., Boston, Mass.



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Lightest, Nearest Dust Proof, and
Easiest Running Hanger in the World.

FOR
Single,
Tandem,
Triplet,
Quad and
Motor Cycles.

Up-to-date Dealers handle

HUDSON BICYCLES

Sole manufacturers of the celebrated

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Write for our terms and prices, and special territory proposition.

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"MOTORCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

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CONTAINS A MINE OF VALUABLE
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KRAMER — **Both** — HURLEY

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PROFESSIONAL — **1904** — AMATEUR
Champions

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The inevitable result of the
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on good wheels.

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SALESMAN, Care of X.Y.Z., BICYCLING WORLD.

WANTED—Everyone interested in motor bicycles to purchase "Motorcycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co, 154 Nassau St., New York City.

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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information, which we know would be profitable and interesting to you.

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CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES.
CAREFUL ATTENTION PAID TO
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Bicycles and Motorcycles

HIGH-GRADE LEADERS.

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Write for terms.

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SHEET METAL

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**MORSE TWIN CHAIN
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NOISELESS IN MUD, WATER OR
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The only chain having **Frictionless
Rocker Joints.** Insist on having the
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WRITE US NOW

for our Summer bargain sheet. Inside prices on
a great many articles that we are desirous of
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JOS. STRAUSS & SON,
Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patents.

771,272. Resilient tire. Sam T. Richardson and Richard Price, Birmingham, England. Filed October 30, 1903. Serial No. 179,215. (No model.)

Claim.—1. A pneumatic tire or other resilient tire, made with depression such as b2 on its inner periphery at regular intervals apart and adapted to engage with corresponding studs or projections at the bottom of the trough section wheel rim so as to prevent the tire from creeping, said depressions forming dome-shaped projections in the interior of the tire, substantially as set forth.

771,683. Electric ignition device for internal combustion motors. Charles W. Svenson. New Britain, Conn., assignor to the Corbin Screen Corporation, New Britain, Conn., a corporation of Connecticut. Filed June 17, 1903. Serial No. 161,829. (No model.)

Claim.—A spark plug of the character described, comprising a relatively stationary annular member, a rod mounted longitudinally thereof, and a revoluble disk having a plurality of sparking points carried at the outer end thereof adjacent to the annular terminal.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

"PERFECT"**OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

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TRADE MARK

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, October 22, 1904.

No. 4

UNAFFECTED BY WAR

Japan's Struggle Does Not Diminish its Demand for Bicycles—Evidence of it.

Despite the intensity of the war, the Japanese demand for bicycles, or for Racycles, at any rate, is showing no signs of abating.

The fact was brought out during the visit of Harry Walburg, manager of the Miami Cycle Mfg. Co., who has been in New York for several days.

Mr. Walburg states that not only has the demand increased appreciably, but that it continues overwhelmingly for their high-priced models. He gave the number of Racycles that had been shipped. If it were printed, it would be sufficient to bring water to the mouths of some of those in the trade. It is to be added that Walburg is no romancer, and was not talking for publication.

The only effect of the war, he states, has been to cause a rearrangement of the system of payments. The Japanese government does not permit any money to be directly sent out of the country, which has made necessary transactions through second or third parties.

Walburg added that the Miami Co. has no cause for faultfinding with the volume of the home demand, which is now running almost exclusively to the higher-priced models. While he did not say so in exact words, he said enough to make it appear probable that the motor Racycle will loom much larger next season. He admitted that, while he might have been lukewarm on the subject of motorcycles, he had ridden the Racycle enough this year to cause his interest to heighten.

Two More in Diamond Cluster.

Pursuing its policy of expansion, the Diamond Rubber Co. has opened new branches at Minneapolis and St. Louis. At the latter R. L. McCrea, who has long been identified with the Chicago office of the company, will be in charge at No. 3,966 Olive street, and at Minneapolis W. E. Roby, who has been looking after trade for the Diamond company in that section for some time, will take care of the business, the stores being located at No. 611 First avenue, South. Complete tire stocks will be carried at both new branches, which will begin business on or before November 1.

Atkins, of the "Old Guard," Retires.

Arthur L. Atkins, manager of the Pope Mfg. Co.'s Chicago factories and Western sales department, has resigned, and been succeeded by D. W. Gould, the capable assistant manager.

Atkins's resignation was due chiefly to ill health. For two years he has been almost an invalid, and several times has been forced to seek relief. Once a threatening attack of nervous prostration incapacitated him for several months, and at the time of his resignation he was too ill to attend to his duties.

Atkins is one of the genuine "old guard" of cycling, and as a cyclist dates back to the 70s. During nearly all of the intervening years he has been conspicuously identified with the trade, for most of the time with the Pope interests.

Diamond Men in New Settings.

A shift in the selling forces of the Diamond Rubber Company, which has been under consideration for some time, was effected this week, during the visit of Secretary W. B. Miller to New York.

Due to it, O. J. Woodard, manager of the New York branch, becomes general representative, and, while his headquarters will continue to be in New York, he will act as the company's general selling representative among the large trade. S. F. Randolph, manager of the Philadelphia branch, succeeds Mr. Woodard as New York manager, but will also retain control of the Philadelphia branch. G. L. Bradley, who has been Mr. Woodard's right hand man, goes to Cleveland to become manager of the Cleveland branch.

Will Make Toe Clips and Locks.

The Buescher Toe Clip Co., Elkhart, Ind., has succeeded the Buescher Mfg. Co., of the same place; in addition to toe clips, the L. A. W. combination lock will be manufactured. Changes in the latter now make it applicable to chainless and motor bicycles, as well as the chain driven kind; it remains of vest pocket size.

Dividend for Lyndhurst Creditors.

William Allen, referee in bankruptcy of McKee & Harrington, New York, has declared a final dividend of 4½ per cent on all claims proved and allowed, and one of 5 per cent on claims filed subsequent to December 16, 1903, on which date the first dividend was declared.

GOLD WILL BE BRONZE

Economy Forces Exposition to Make Queer Awards—How Juries "Pick the Winner."

Unless they themselves pay the price of the more precious metals, those exhibitors at the St. Louis Exposition who received gold and silver awards will receive bronze medals, bearing, respectively, the stamps "Gold" or "Silver," as the case may be.

This measure is taken because the exposition is under heavy expense, and it is necessary to practice economy. Bids for the manufacture of these counterfeit gold and silver medals are now being called for, the managers of the exposition having reached the ingenious decision that it is not the material out of which the medals awarded the exhibitors are made that indicates their value, but the stamp of the exposition company.

Those in the cycle trade who are affected by this odd ruling are the Pope Mfg. Co. and the Hendee Mfg. Co., who were awarded gold medals, the one for bicycles, the other for motorcycles. It was stated last week that the Miami Cycle & Mfg. Co., who received the grand prize for bicycles, were awarded also a gold medal for the motor Racycle, but this proves not to be the case. The Hendee people received the only award for motorcycles.

In connection with the Miami award, the story is current, and well authenticated, that so soon as it was announced a representative of the Pope Mfg. Co. promptly filed a protest. When this news reached Vice-President Albert L. Pope, who during the indisposition of his father, Colonel Albert A. Pope, is in charge of the New York headquarters, immediately and broad mindedly ordered the protest withdrawn.

"There's no reason why we should act the part of a dog in the manger," is the remark attributed to the younger Pope.

If his ears have not burned since his liberal view of the matter was noised about, it is not because it has not been discussed with undisguised admiration.

The methods employed in arriving at the awards are not generally understood. The

popular notion is that the honors are distributed solely on the basis of mechanical superiority. But this proves not to be the case, as is explained by one of those who served on the jury of awards. He says:

"In the first place, there are five grades of awards, given in order of merit—the grand prize, gold medal, silver medal, bronze medal and honorable mention.

"There is no limit to the number of each grade that may be given. If all the exhibits were of equal rank, and of the highest possible quality, all would get a grand prize. If, on the other hand, all the exhibits were of inferior quality, all would receive a lower mark.

"As a matter of fact, it is not very difficult to classify all the exhibits under some one of the above five classes, and award in accordance with the relative standing. It must be understood at the outset that an exhibitor may receive only one medal, no matter how many different kinds of automobiles he may manufacture. A medal is not awarded for any one particular vehicle, as distinguished from the remainder of the product.

"Many points are considered, such as the age and standing of the company in the financial world, its size and integrity; then the character of the exhibit, as presented at the Exposition—whether representing the entire product, or some one portion of it only. Then comes a detailed examination of the machines actually on exhibition, the machinery and its finish making one detail—a certain percentage of the whole; the body and its finish making a second, and the general considerations above mentioned influencing the whole.

"Another thing is the importance of the product in the commercial world; whether or not it plays any considerable part in the market for automobiles, or whether it is a highly specialized thing, having a very limited sale.

"After making all these notes, and completing the round of the entire exhibit, the jurymen has pretty well fixed in his mind the general comparative standing of each exhibitor, as compared with all others.

"With all these facts and impressions in mind, the jury gathers about a table, consulting notes and data, and makes the award, consideration being continued until the vote is unanimous.

"It is not always an easy task at the best. There are some exhibits that are exceedingly hard to classify, but, as a rule, there is enough difference, all things considered, between the best and the worst to make a reasonable set of awards."

Pope Produces Tandem Attachment.

The Pope Mfg. Co. has added a motor bicycle tandem attachment to its productions. It is designed for application to the Columbia, Cleveland and Tribune motor bicycles. It is made of steel tubing and steel drop forgings, and, of course, comprises the usual and necessary seat post, handle bar and saddle.

ENGLISH MAKERS' EARNINGS

First of the Annual Reports Disclose Good Profits and Substantial Dividends.

The season of the year is at hand when the British company reports are made public, and their appearance is awaited with much more than usual interest, in view of the admittedly critical condition of the cycle industry. In the current issues of the British journals appear the reports of three well known concerns, viz., the Enfield Cycle Co., the Eadie Mfg. Co. and the Albert Eadie Chain Co. Of these only the first mentioned makes bicycles.

It was pretty well known that all three of these concerns, which are affiliated and known as the Eadie group, had experienced a good season and would make a splendid showing. The reports prove this to have been the case. Each concern made a good profit and materially bettered the figures of 1903.

The record of the Enfield company is a most remarkable one. Although it is one of the few concerns to adhere to the policy of turning out only high grade machines, the year was the best in its history since the boom days of 1897. This highly satisfactory condition, the Enfield company state, is the result of the policy of placing upon the market bicycles of the highest possible quality and finish, irrespective of the insane competition which has unfortunately been indulged in by a certain section of the trade."

An even more remarkable fact is that the increased profit was not due to economies in operation, but to an enlarged output. The previous year's turnover was the greatest ever made, while the one covered by the report under notice exceeded it by several thousand machines. The trading profit is given as \$96,525; of this, after making the necessary deductions for depreciation, taxes, etc., there remained a net profit of \$51,150. Out of this a preference dividend of 7 per cent and a common dividend of 5 per cent was paid, while \$15,000 was added to the reserve fund.

An even better showing is made by the Eadie Mfg. Co., which devotes itself to the production of two speed gears, coaster hubs, etc. Its trading profit is given as \$222,550, an increase of nearly \$100,000 over that of a year ago. The net profit is \$153,425, which is sufficient to pay dividends of 7 per cent on the preference shares, 10 per cent and a 2½ per cent bonus on the common, to add \$50,000 to the reserve fund and to carry forward \$15,000.

The Albert Eadie Chain Co's report shows a trading profit of \$51,740, and a net profit of \$37,910. Interest is lent to the concern owing to its having been originally engaged in the manufacture of cycle chains and having substituted to a considerable extent specialties, thus transforming a loss of \$10,000 in 1902 into the present profit.

The Market in Mexico.

Mexico is one of the countries that British cycle makers do not appear to be able to trade with. In 1901 a little business was done, but 1902 and 1903 are represented by naughts. This unsatisfactory condition of affairs is contrasted by The Cyclist with the growing American trade, and English makers are urged to give Mexico some of the attention that it merits.

The British consul at Vera Cruz has taken the matter up in his annual report. He states that the condition of trade throughout Mexico continues prosperous, although at the time of writing, at the end of June, there was "a momentary slackness." He adds that "the present consumption of British goods is but a small percentage of the trade which might be done. We are lacking in British import houses; in fact, there is not a single one in my consular district, covering a country about as large as France. There are in the whole of the republic but a very few. Because the British merchant left the country years ago is no reason why he should not enter and compete, and maintain the name he made in years gone by for probity. The days were when British merchants here controlled the best houses, and that when the trade of the republic was of little importance compared to what it is now."

He recommends judicious advertising in local newspapers; an increased number of British commercial travellers supplied with choice samples; the printing of catalogues and conduct of correspondence in Spanish; the quotation of prices in gold dollars at \$5 to £1, and giving weights and measures in some form understood by the people. German traders, he says, are particularly painstaking in this respect. Firms should quote f. o. b., c. i. f., inclusive. The British merchant, unfortunately, allows his goods to be distributed by middlemen, who are almost entirely foreigners. The Americans and Germans have established offices and stores throughout the country, while the Englishman is seldom seen. Orders from Mexico should be met promptly.

Uses for Old Files.

Useful tap plates may be made from old smooth files. Anneal the good old files, and then grind away the file teeth, drill and tap a number of holes standard sizes mostly required, slot the tapped holes with a thin file to form cutting edges, and finally retemper the tap plate to a deep straw color..

Die nuts may be made in like manner, but cut off square shape before being drilled and tapped. The advantage of the die nut is that it may be used on the end of a stripped axle in position without taking the parts down, being operated by means of a suitable spanner. The die nuts may be used as tap plates by fixing them in a suitable holder to operate them.

At least one British concern is evidently making a serious effort to increase its share of Japanese trade. Rudge-Whitworth, the largest makers in the kingdom, have issued a catalogue in the Japanese language.

WALTHOUR HOME AGAIN

The Champion Talks of his Successes Abroad—German's Strenuous Goodbye.

Robert Walthour, wearing the official gold medal emblematic of the world's paced professional championship, arrived in New York City on Thursday night on the Deutschland.

With Walthour were his wife and baby boy and a small French bulldog, which had been intended by the champion as a present for Alfred Reeves, manager of the Pope company's racing team. Walthour had intended remaining in Europe for a few weeks longer, but was called to this country by the serious illness of his wife's mother, who had been at Atlanta with the other two Walthour children. She died while her daughter was on the ocean, and Mrs. Walthour did not know the sad news until arriving at the dock. The returning champion was met at the Hamburg-American pier by his mother and stepfather; P. T. Powers, promoter of the six-day race; Harry Pollok, of Mr. Powers's staff, and a representative of the Bicycling World. Fred Nagel, an oldtime racing man of Boston and New York, was a fellow passenger of Walthour's.

Walthour looked hearty and healthy, though he said he had been very sick during the first two days of the voyage. He left here on August 4 on the same steamer on which he returned, boarding the boat at Cherbourg on Wednesday of last week on the return trip. He came back wearing a London hat and a most marvellous vest of fancy brown velvet with buttons on it that looked like agates. He wears on his watch chain the heavy gold medal he received for winning the paced championship at London. The face of the medal has on it a globe, surrounded by the words, "Union Internationale World's Cycliste Championships," and on the reverse side, "100 kilometres professional championships, 1904; won by R. Walthour; time, 1:33:57 3-5.

During the last season Walthour competed in forty-four races and lost but four of them, all of his defeats being in Europe. One of his defeats was due to his motors failing him at Berlin; in another the tires on his motor were punctured in a race at Leipsic, and he lost two races in Paris. One of the races at Paris in which he was defeated was the contest in which Leander received his fatal injuries, and the other was due to lack of condition, as he raced on Sunday after landing in France on the previous Friday.

Aside from winning the championship at London, the victory which most pleased Walthour was at Berlin on September 11. Dicketmann, winner of the championship last year, and Robl, winner two years ago, would not compete in the race at London, as they would not be allowed to use wind shields on their

paced motors. The manager of the Sports Park, at Friedenau, Berlin, arranged a contest of 100 kilometres for what he styled "the real championship," and in which Walthour, Dicketmann, Robl and Hall, the hour record holder, were the contestants. Walthour won the race, and set so hot a pace that he forced Robl to quit after he had covered ninety-four kilometres, Walthour being four miles ahead of him at the time. Dicketmann finished second, a mile behind Walthour, and Hall was third, seven miles behind.

The usually unexcitable Germans were immensely pleased at Walthour's victory, and they swarmed onto the track after the race finished. They took the champion from his bicycle and carried him around the track on their shoulders, and, as Walthour says, "They gave me the greatest ovation I ever had in my life." Walthour says he has become very popular in Germany, especially at Berlin, and he thinks it is partly due to his being blond.

"I do look something like a German with my light hair, and that must be the reason they like me so much," he said. When Walthour escaped from his admirers an immense crowd gathered around his "cabin," as the riders' quarters are called, and waited for him to come out. He made one attempt to get away, but so many insisted on shaking hands with him that he had to go back, nor did he get away until 9 o'clock, when he escaped by crawling out of a window.

Before the race started that day Walthour had been warned that an attempt would be made to fix his motor so that it would not run properly. The motor was accordingly locked up, but when the time came for the contest to start it was found that two nails had been driven in the rear tire on the machine. A new inner tube was put in, and that one was also punctured before they could get the motor out on the track. The next time they put the new inner tube into the tire while the motor was out on the track, and no further trouble was encountered. The trouble with the tires had taken some time to remedy and the crowd grew impatient at the delay. Walthour was hissed by the spectators when he finally came out, but their resentment was all forgotten before the race was over.

The race had signalized the third victory over Robl at the Friedenau track, where the German had been accounted invincible. He had followed tandems in all three of the races, while Walthour had always been paced by motorcycles only. Robl does most of his racing there, and as the track is wavy and a difficult one to ride, it gave Robl a great advantage over his opponents. Walthour was told before the race by other riders that he would have no chance to defeat Robl for "the real championship," but he told his friends that he would do his best. The rear seat man on Robl's pacing machines wore a number of sweaters and had pillows under his coat so as to give Robl all the protection possible. In addition to the extra clothes

worn by his pacemakers, all of Robl's machines were fitted with wind shields, but still Walthour defeated him. The champion says Robl's rear seat men were so padded that they could hardly get through a door.

Though he made lots of money, he says that the expenses are very heavy. The salary and expenses of Hoffman and an extra pacemaker averaged nearly \$150 a week, and he had to win lots of money to keep even. Mrs. Walthour and the baby accompanied him on many of his trips, though part of the time she remained in Paris while he was away. If he goes to Europe again in the spring he will take Gussie Lawson with him as his pacemaker. He says Lawson is the best pacemaker in the world, as he always knows just what to do in an emergency, and keeps his motors in perfect condition all the time. Lawson would have come back with him if he had not been compelled to sail on such short notice. He did not bring back any motors, and his baggage consisted of his own and his wife's trunk and his bicycle trunk.

He left for Atlanta the afternoon after his arrival, and will begin training there for the six-day race in Madison Square Garden. If it becomes too cold in Atlanta, he will go to Thunderbolt, Ga., where he did his preparatory work for last year's contest. He has not picked out a partner for the coming race, but will do so in a week or two. He does not expect to do any racing before the six-day event, but may ride some exhibitions at some of the local fairs in the South.

The trip was a successful one for him in a financial way, as he brought back nearly \$6,000. He had very good contracts with both bicycle and tire manufacturers, and received large bonuses for appearing at race-tracks. In one instance Walthour competed against five opponents, and he received more money as a bonus than the combined amount paid to the other five riders. If he returns to Europe he will go over with Gussie Lawson early next March.

Walthour Winds Up With a Win.

Walthour's last race in Europe before sailing for home occurred at the Buffalo track, Paris, on Sunday, October 9. The event was in the nature of a novelty—a 50-kilometer motor-paced handicap, no rider having proven able to hold the all-conquering champion in check, the management called on him to concede starts. He gave as much as four laps (three-quarters of a mile) to Bruni and Tom Linton, who has given signs lately to regaining his old form, and then won easily. Linton was second and Bruni third.

There seems to be no limit to the horsepower of the motors used for paced races in Europe. Motors of 18 and 24 horsepower are used by several French pace followers, but Robl, the German, heads the list with a tandem which has a two cylinder motor of 32 horsepower. It is reported to have attained a speed of eighty-five miles an hour.

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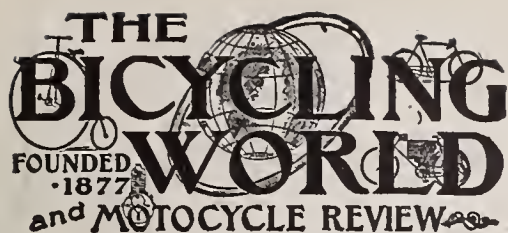
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Address us at P. O. Box 649.

NEW YORK, OCTOBER 22, 1904.

Winter Storage.

One of the minor sources of income which the majority of dealers neglect or overlook is that derived from the storage of wheels during the winter. The much smaller number who make a strong bid for this class of trade get it, and find that it brings them in a very welcome, even if small, revenue, without any corresponding outlay. Therefore, they pursue it year after year, with never a thought of discontinuance.

The day has passed when it is possible to secure any volume of business of this class on the old basis of a stipulated sum per month, with an added charge for cleaning, oiling, etc. Dealers who can get any business on such terms are fortunate. Riders have become too much infected with the economy microbe to think of proceeding on the old lavish plan of cycle expenditures. Most of them will, if left alone, store their machines away in a cellar or attic, content thereby to save a trifling sum without marked inconvenience to themselves.

The proper way to do is to make up a list of customers, and at this season of the year or a little later begin a systematic canvass of them. A personal interview is the best way, but, failing that, a concisely and plainly worded and neatly printed postal card will do. It should state that you will send for their machines and store them over winter for a specified sum. What that sum shall be the dealer can best judge. It should be large enough to be worth while, but not larger than the customer is likely to be willing to pay. If deemed desirable, cleaning and oiling should be included, either with or without extra cost, as the circumstances seem to warrant.

If the price is low enough, two out of three of the customers will probably accept the offer. The result will be that the surplus room that most dealers have at their disposal in the winter will be utilized at a profit, and the customer will be bound more closely, while the chance of doing work for him in the spring is tremendously increased.

"Ammunition" That is Wasted.

That novelty is still to be found in the bicycle and its component parts is a fact known to a select few. But outside of that charmed circle—and sometimes inside of parts of it—such knowledge is non-existent. So far have we retraced our steps from the "talking point" era, when the minutest feature was blazoned forth to a waiting world, that we frequently maintain an absolute silence regarding them, unknowing or careless of the fact that they possess interest for many riders.

But in the purely constructional features, and in the accessories of machines there are often devices that merit a great deal more attention than they receive. But the men who make and sell them do not give them the prominence they deserve. They assume, either that the public and others interested know about them, or will hear of them without their telling them; or that it would be useless to try to interest their customers in such matters. Between these two assumptions the devices fall to the ground, unnoticed, even unheard of.

All this is, of course, only another way of putting it that the old aggressiveness, the eager proselyting spirit, which in the bright days of the pastime animated everybody connected with it, has vanished, or almost vanished. The trade of to-day is a trade pure and simple, the members thereof intent on the dollars and cents they can make out of it. This is, perhaps, only natural, and a charac-

teristic of all other staple trades. But it is vastly different from the former universal attitude, and it takes a lot of getting used to before it comes to be regarded as natural as well as inevitable.

There is one thing that should be borne in mind, however. That is that cycling is still both a sport and a pastime. It is probably true that a majority of riders use bicycles because they are the transportation vehicles par excellence—the cheapest, the speediest, the handiest, the most economical of all wheeled vehicles. To this class the thought of the bicycle as a racing machine, or as a means of achieving pleasure or promoting health, never enters. The utility of the machine is the sole recommendation it possesses.

But back of them is a class, still very large, that places sport or pleasure first and utility last. They do not view a bicycle with the same indifference they do a trolley car, for example. There is in them somewhere, smoldering, perhaps, but still there, the embers of a fire that in the old days meant, and still means, interest. It does not break into flame, chiefly because it gets no draft; or, to drop metaphor, interest does not show itself chiefly because there is nothing to arouse it. There having been no exploitation of new features, it is taken for granted that the new bicycles contain none. When, at odd times and in unexpected places, the discovery is made that there are new things, surprise is expressed that no mention has been made of them.

As long as devices of genuine merit and novelty are either not talked of at all or talked of in a perfunctory manner, it is idle to expect the general public to become familiar with and take an interest in them. When the opposite plan is tried different results will be obtained, and not before.

Motorcyclists and Their Attire.

It is true that clothes do not make the man. It is equally true that the clothes of the man do impress for better or worse those with whom he comes in contact. These observations are born of this rather pointed inquiry that reaches us:

"Can you tell me why so very many motorcyclists are so very careless of their personal appearance—in plain English, why there are so many 'slobs' among the number? It is natural to suppose that the man able to afford a motor bicycle should be able to afford the price of suitable clothing, but this seems not to be the case."

The inquirer is a cyclist, not a motorcyclist.

The same unpleasant tendency which excites his question is a matter of, if not common, then not infrequent, remark. It is to be observed wherever any considerable number of motorcyclists gather. We have before us at this moment a photograph of a group of twelve riders of the power cycle. Of the dozen at least four seem to fit the designation "slobs." One of them—an unusually tall chap—is coatless and wearing a sweater and long trousers tied at the ankle; another apparently is wearing canvas leggings with dark clothes, and the baggy leggings are plainly three sizes too large for him; the third has long trousers tied at the ankle and a baggy, sagging leather coat, the cracks and wrinkles in which are not hidden by the photograph, while the fourth, and perhaps worst appearing of the lot, is coatless, collarless and apparently has long trousers tucked inside his stockings, and, to heighten his appearance, is wearing a slouch hat pulled down to his ears.

We will not say that the group is typical. It is to be said, however, that there are too many groups of the sort for the good of the new pastime.

Why this should be the case we, like our questioner, are at a loss to understand. We simply subscribe to the doctrine that far too many cyclists are far too careless of their personal appearance. It may be that it is the influence of the miserable, ill-fitting leather clothing originally affected by automobilists and largely adopted by the earlier motorcyclists; but why, as is the case, men careful or fairly careful, in their ordinary attire, should when they mount a motor bicycle, wear ill-fitting or incongruous combinations of garments, or permit themselves to be seen with oil-stained or dust-caked clothing, is beyond comprehension. If motorcycling collects more dust, then riding a pedal propelled cycle is conducive to more perspiration, and dust is easily removable; and, with gasoline always at hand, there is not much excuse for oil stains. And, as with even ordinary attire and a white collar, a pair of well fitting leggings are quickly applied and impart a genteel and motorcycling appearance, there is even less excuse for a slovenly appearance on the part of motorcyclists than on the part of their pushing brothers.

There certainly is need for reform in this direction, and the motorcycle clubs and the men who sell motorcycles cannot give it too early or too earnest attention. A few clubs of really well dressed men will exert great influence for good.

Substitutes for Century Runs.

While "Louis," in his well intentioned criticism of century runs, which is published in another column, is apt to tread on some cycling corns, it is not to be denied that there is a considerable morsel of truth in his contentions.

On a previous occasion we remarked that the average century had become little more than a "merry-go-round" over the same old roads; other scenes and other roads constitute practically foreign country to the confirmed "century fiend."

Regardless of their merits or demerits, it is to be said for the organized 100 mile runs of earlier years that they at least took their participants somewhere and permitted them to see something not to be found in their familiar haunts; each of them usually had a different destination. In the case of the Long Island "grinders," it is remarkable how many of them know practically nothing of the magnificent roads and scenery of Westchester County, nor of New Jersey, from which they are separated only by a river.

The substitute which "Louis" suggests—the organized runs or tours to beautiful or historic destinations—seems a particularly happy one. The idea of medals and bars commemorating such events would, as he states, in after years prove souvenirs really worth cherishing. They would stand, each of them, for something; would suggest scenes and places, people and pictures, incidents and pleasures that would turn time backward and renew youth on many nights.

Cycling probably would have been the gainer had such runs and such souvenirs been the vogue instead of mere mileage hunting. Possibly it is not yet too late to institute the practice.

That price competition during 1905 is going to be of the most strenuous character is evidenced by a little dodge resorted to by no less a concern than Rudge-Whitworth, and which had escaped attention on this side. Their new low priced machine is not an 8 guinea machine after all, although it is commonly supposed to be such. Its price is really £8 7s 6d—that is, 6d (sixpence) less than 8 guineas. Rendered into United States money, and taking the pounds at the usual equivalent of five dollars, the price of this machine is \$39.87½. No department store could beat that for a price attraction. The thrifty Britisher who wishes to save sixpence will buy a Rudge-Whitworth at \$39.87½ rather than a Humber or a Swift at \$40.

To Test Bicycles for Touring.

That time-honored institution of the French Touring Club, the annual competition to determine the best bicycle for touring purposes, will be held next August. There is nothing in the nature of a race in the contest, and durability and ease in running are the qualities aimed at.

Before the contest the machines are carefully examined, and marks are allowed as follow: 25 for covering the distance in the allotted time, 50 for gearing, with special reference to general speed devices; 30 for rims and tires, brake clearance and such points being taken into consideration; 20 for brakes, 20 for general points, 10 for immunity from breakdowns during the trials, and 20 for the suitability of the machine as a whole.

Good Going on a Gallon.

Wet and muddy roads caused the consumption trials of the Auto-Cycle Club of Great Britain, near London, on Saturday, October 1, to be somewhat of a fiasco. Only a dozen of the twenty-eight entrants put in an appearance at the start. The lowest consumption was equal to about 190 miles to a gallon of gasoline, while the average of the single machines was 120 miles.

Tall Frames for Tall People.

Some "tall" orders have been booked by an English concern. One was for a machine with a 31-inch frame, to be used by the tallest man in the British army. Another was a ladies' machine with a 28-inch frame; the latter was the third order for this size of frame.

Where Cycle Stealing is Epidemic.

Washington, D. C., cyclists are the victims of an epidemic of thieving. Since October 1 a total of fifty-eight machines have been reported missing by their owners, this being the highest average to date of any month this year. Seven owners were separated from their cycles one day last week.

Seeking the Light Motor Bicycle.

The Autocycle Club of Great Britain will early next year conduct a week's test to discover which is "the most durable and efficient light motor bicycle." The competition will be restricted to machines weighing 100 pounds and less.

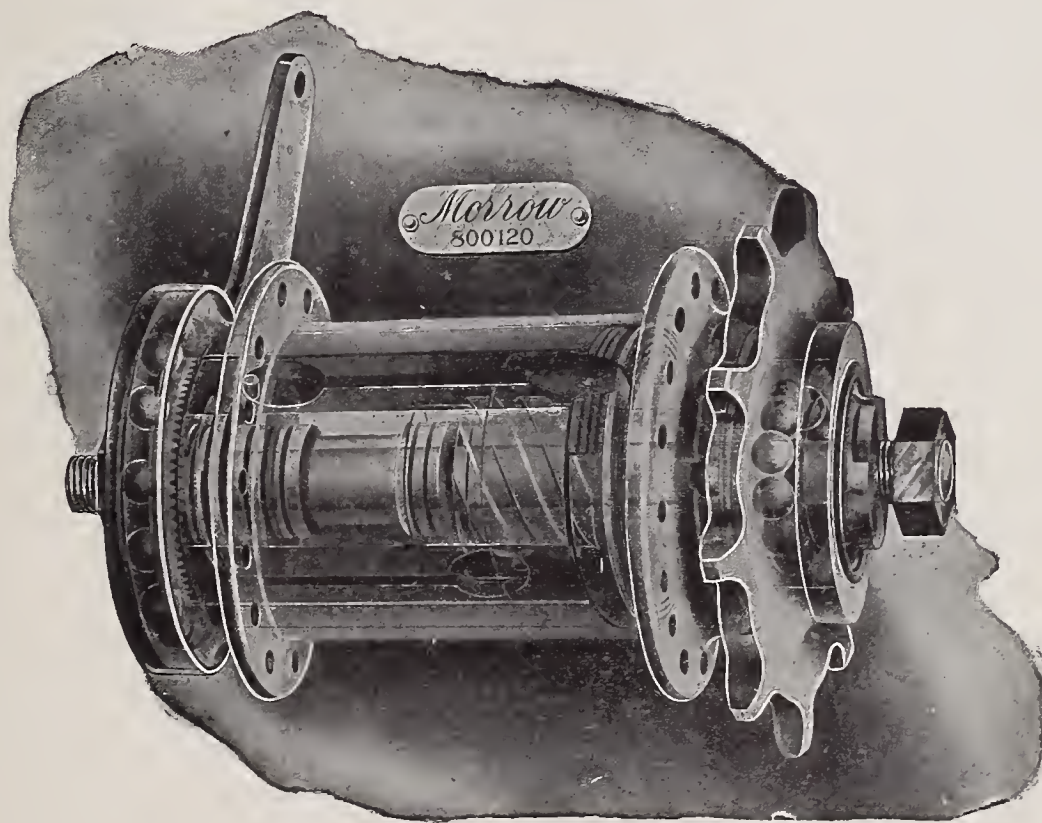
The "Gate" at the Championships.

On the last day of the world's championship meet at Crystal Palace, London, the attendance was 21,374. It will be recalled that for their admission fee this big crowd witnessed chiefly long crawls, followed by short, sharp sprints.

Ninety-four and Still Cycling.

Ireland believes that it possesses the oldest cyclist in the universe in the person of Dr. Woods, of Dublin, who is aged ninety-four. He still pursues his profession, making the rounds on a tricycle.

After all,
there's no Coaster Brake
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WIND-UP AT VAILSBURG

Sunday's Meet May Mark the End of Famous Track—Human Pace Used.

Vailsburg held its closing meet for the season of 1904 last Sunday. It is even possible that it was the last meet that will ever be held on the famous board track where so many world's records have been made and so many great contests held. It is expected that the Borough of Vailsburg will be annexed to the city of Newark during the coming winter, and in this event, it is feared that the Newark Council will not permit Sunday racing. If that turns out to be the case, the track will not be opened again.

Oscar Goerke, of the National Athletic Club of Brooklyn, won the ten-mile paced race which was the feature of the meet. Alfred Ashurst, of the Bay View Wheelmen, was Goerke's opponent, but only once during the contest was he on even terms with the Brooklynite. Human pace was used, and Goerke had provided himself with better machines and more of them than Ashurst had; in addition to which, the riders that paced Goerke were more at home on the tandems and triplets than were Ashurst's crew. Goerke had gone to the Kings County Wheelmen and secured the use of some of their tandems and triplets, while Ashurst had apparently trusted to a kind Providence to provide his machines. The start of the race was delayed for some time, as Ashurst at first refused to ride unless he could have his choice of the machines that Goerke had brought to the track. Ashurst rode a regular sprinting bicycle and Goerke used the Columbia pace follower with which he competed in the world's amateur paced championship at London in September.

The contest was run from a standing start. Goerke was first to catch his pace, a tandem, and Ashurst started out behind a triplet. The triplet crew did not work together, and Zanes, on a single, picked Ashurst up at half a mile. Zanes paced Ashurst up to Goerke, but the Brooklynite changed to a triplet. The triplet set too fast a pace for Zanes, and he dropped out, leaving Ashurst to his own devices. Billington then went to Ashurst's aid, and Goerke changed to a tandem. Ashurst changed to a triplet when Rockowitz was pacing Goerke. The triplet carried Ashurst along at a good rate, and he overhauled Goerke in the fourth mile. A tandem came out for Goerke, but it was too slow, and he tacked on behind Ashurst. One of Goerke's triplets came to his rescue, and at the end of five miles he led his opponent by 100 yards.

During the last half of the race Ashurst was paced mostly by singles ridden by Zanes, Mackay, Billington, Ayres and Spain. They did their best, but the pace was very uneven, and Goerke gained steadily. At the end of the eighth mile Goerke was almost half a lap ahead of his opponent. He rode well for the next two miles, and in the last

half-lap sprinted away from his pacemakers. He was but ten yards back of Ashurst when he finished, and won the race by 430 yards. His fastest mile was the second, which he covered in 2 minutes 63-5 seconds, and his slowest was the fourth, the time for which was 2 minutes 23 seconds. The time by miles was as follows: 2:10, 2:06 3-5, 2:18 2-5, 2:23, 2:07, 2:18, 2:13, 2:20, 2:14 and 2:17 2-5. Goerke followed two triplets and two tandems and Ashurst had a triplet and a tandem in addition to the singles.

The only professional race of the day was a half-mile, best two in three heats, match between Floyd Krebs, of the Tribune team, and William R. Lee, the recent New York graduate from the amateur ranks. In the first heat the pair loafed in the most approved match race style, the time for the first quarter being 1 minute 45 seconds. Lee tried to sprint the entire last quarter, but Krebs overhauled him at the head of the stretch. In the fight to the tape, Krebs was a trifle the faster, and won the heat by four inches. The time for the second quarter was 28 2-5 seconds. Lee outgeneralled Krebs at the start of the second heat and forced him to take the lead. Lee dropped down to the pole from the top of the bank as they rounded the first turn on the second lap, but did not try to get away. Krebs trailed him until the straight was reached, where he tried to go around on the outside. Lee seemed to win by the width of his front tire, but the judges said it was a dead heat. Lee did not make any objection, but the "Flying Dutchman" stalked up to the referee, and claimed that he had won the heat by two feet. He was very sure he had won, and at first refused to ride another heat, but finally changed his mind. The second heat was the fastest one, 1 minute 123-5 seconds being the time. Krebs made Lee take the lead in the third heat, though his starter broke the rule in regard to walking over the starting line. The first quarter was a fine loaf, the time being 2 minutes 24 seconds. Krebs waited until the middle of the first turn was reached on the concluding lap, when he jumped from the top of the bank and obtained a lead of eight lengths before Lee knew what had happened. Lee tried his best to catch Krebs, but the latter won by five lengths. Lee sat up before he crossed the tape.

The quarter-mile amateur, styled the "Au Revoir Open" on the programme, had four trial heats. Ashurst, Weintz, Zanes, Goerke, Rockowitz, Mackay, Billington and Franks qualified for the final. Billington had won the fastest heat, and he was off the mark quickest in the final. He led all the way, with Zanes at his heels, and defeated the latter by half a length. The time was 31 seconds from a standing start. Three trial heats brought the starters in the final heat of the "Farewell Handicap," one-mile amateur, down to fifteen riders. Mackay and Billington were the scratch men, but the short markers were never within hailing distance of the riders near the limit. The winner

turned up in Kuehne, who until recently was a member of the novice brigade.

It was very late when the paced race was over, but the annual contest of the track employes was run off, even if it was so dark that the riders could scarcely be seen. Stephen Pierson, the track steward, clad in a Rambler racing suit, won the mile race from the 100-yard mark in 2 minutes 14 2-5 seconds. A. Dayton Voigt was second from scratch, and the others were lost sight of in the darkness.

Summaries:

Half-mile novice—Won by C. A. Lind, Brooklyn; R. B. Smith, New York, second; Jack Worth, Irvington, third. Time, 1:27 3-5.

"Au Revoir" open, quarter-mile amateur—Won by Teddy Billington, National A. C., Vailsburg; James Zanes, Newark, second; Charles Franks, Bay View W., Newark, third; Oscar Goerke, National A. C., Brooklyn, fourth. Time, 0:31.

"Farewell" handicap, one mile amateur—Won by H. M. Kuehne, Newark (100 yards); Alfred Wickstrom, Montclair (140 yards), second; Tony De Salvio, Newark (140 yards), third; C. A. Lind, Brooklyn (100 yards), fourth; B. Suebe, New York (180 yards), fifth. Time, 2:05 4-5.

Employes' race, one mile handicap—Won by Stephen Pierson (100 yards); A. Dayton Voigt (scratch), second. Time, 2:14 2-5.

Half-mile match race, professional, between Floyd Krebs, Tribune team, and William R. Lee, New York—First heat: Won by Krebs; time, 2:13 2-5. Second heat: Tie; time, 1:12 3-5. Third heat and race: Won by Krebs; time, 2:59.

Ten-mile human-paced race, amateur, between Oscar Goerke, National A. C., and Alfred Ashurst, Bay View W., Newark—Won by Goerke. Time, 22:57 2-5. Time by miles—2:10, 4:16 3-5, 6:35, 8:58, 11:05, 13:23, 15:36, 17:56, 20:10 and 22:27 2-5.

Munroe Training for Six Days.

Bennie Munroe, who was Robert Walthour's team mate in the last six-day race in Madison Square Garden, has started training for this year's contest. He has not been teamed with any rider, and has been awaiting the return of Walthour from Europe before making final arrangements. Munroe has not done much racing this year, and thinks the long rest he had had will enable him to go through the long grind in better condition than last year, when he was very badly off the last few days of the contest.

Motorcyclist Lafranchi's Fast Work.

Motor bicycles were the only vehicles that succeeded in lowering any records at the world famed Dourdan speed trials, near Paris, on October 2. Lanfranchi, on a Peugeot, reduced the flying kilometre to 29 1-5 seconds (123.28 kilometres, or 76.6 miles an hour), and the standing mile to 57 4-5 seconds (62.28 miles, or 100.22 kilometres an hour). The competition was restricted to motorcycles weighing less than 110 pounds—the French standard.

OPPOSES CENTURY RUNS

Veteran Rider States His Reasons Succinctly and Suggests an Agreeable Substitute.

While I realize that I am treading on possibly dangerous ground, and that it may be too late to attempt to change what has been almost a time honored institution, it is not my intention to ridicule nor to find fault, but it is and long has been my belief that if the so-called "century run" could be if not snuffed out, then partly subdued, it would be of real benefit to cycling. While I acknowledge that it has played a part in creating enthusiasm, to the non-cycling public and to new riders the word 'century' conveys the impression that the riders are indulging in a fatiguing grind, or that it is a feat to ride a half century or a full hundred miles. It is not to be disputed that many riders participate in century runs and derive little enjoyment therefrom; they 'survive,' but the last few miles constitute fatiguing labor; on the other hand, any good rider in fact almost all seasoned wheelmen—can ride a hundred miles or considerably more in a day's time if occasion requires. It is no feat, and unworthy of a medal.

Instead of repeating circuits over good stretches of roads for the mere sake of piling up mileage, I urge that the organized run take the form of a tour to some definite destination; one that is rich in natural beauties or abounds in historic interest. Let the distance be what it may; by fixing a definite destination, then, there is a definite purpose to the run, and it places the bicycle in its true light—that long journeys can be taken with pleasure, and that the bicycle has a larger radius of action than any other vehicle; that it is a vehicle that 'takes its rider somewhere that he may see something,' something more beautiful or instructive or historic than a stretch of road or the rear tire of a fellow 'grinder's' wheel.

Let the souvenir of the occasion be chiefly the pleasant memory of beautiful scenery, of an enjoyable gathering, of incidents or a fine country dinner; but if it is argued that a medal or bar is necessary to insure large turnouts, then let it be stamped with an inscription commemorating a run or tour or trip to some historic spot, rather than lead the participant to 'flatter his fancy' by assuming that he has accomplished something unusual by riding a hundred or possibly fifty miles.

A wheelman imbued with the right spirit never concerns himself much about the actual length of his run. It makes little difference to him if his mileage for the day is forty, sixty or seventy-five miles, and when he completes his day's run with his cyclometer registering ninety-eight miles and a fraction, he rarely will continue his riding merely for the sake of getting an even hundred. He

knows he can ride that far almost any day if it is necessary.

I really wished mementoes of my rides I am quite sure that a collection of medals or bars with inscriptions such as these: "May 30, Tour to Valley Forge"; "June 15, Run to Hall of Fame"; "October 1, Ramapo Valley Tour," would be souvenirs of real value, each in future years inspiring suggestions of pleasure and of beautiful scenes, and not mere nose grinding scurreries of one hundred miles over selected courses, which usually fill the eyes too full of dust for anything else to be seen.

LOUIS.

Using the Teeth to Detect Trouble.

"Place your watch between your teeth, and you will hear it tick more loudly than if put to your ear. The reason of this fact is interesting, but we are chiefly concerned with its useful application to detect the cause of a knocking in an engine cylinder, or a noise in the tin chain case of a bicycle, or other minute sounds in mechanism under repair—sounds which are otherwise difficult to locate amid the noise of workshop machinery, etc.

"Suppose a cyclist complains of a noise in the gear case. Put the cycle on the repair stand, and then revolve the cranks, chain and rear wheel, while you hold one end of your steel rule against the tin chain case, and its other end between your teeth. The character, as it were, of the sound is distinctly discernible in this manner.

"If applied outside the cylinder of a running engine it enables a mechanic to detect the difference between the noise of knocking 'big end' or 'little end' bearings and the clatter of valves, or the squeak of a defective piston ring. Protect the enamel of your teeth by biting the end of the steel rule between a bit of paper."

These hints come from England. Several Americans who tried the watch-between-teeth experiment agree, however, that either English watches are unusually loud tickers or American teeth unusually insensitive.

Hyde Park's "Old Timer."

Age has not withered nor custom staled the cycling enthusiasm of Hector M. Carter, a resident of Hyde Park, Mass., who is now in his seventy-ninth year. His cycling career dates back nineteen years, and he has ridden consistently ever since, taking rides almost daily. His first mount was a tricycle, which he discarded after a year, and with the introduction of the safety bicycle.

The Influence of Walthour.

The amateur racing men of Atlanta, Ga., have been smitten with the pace-following mania, and are putting in much time chasing motorcycles on the roads surrounding the city. Wellborn, one of the fastest local men, has issued a challenge for a race for a side bet of \$25, the contest to be run at Piedmont Park track behind regular road motorcycles.

NOTHING LIKE CYCLING

How the Fact is Emphasized When One's Wheel is Undergoing Repair.

"At times I have wondered what that large section of the great green public that so quickly tired of cycling have found to take its place, and how those of moderate means, at least, contrive to spend their Sundays. For when I have been forced to discontinue riding for a period I am practically 'lost,' and quickly convinced that there is nothing to take the place of the bicycle," commented a fairly well known professional man a few days ago.

"About six weeks ago I sent my machine back to the manufacturers to have it repaired and overhauled, and during its absence I have had ample time to test some of my former theories. Every means I tried to get out into the hills or to green fields I found impracticable. Walking was slow and wearisome, the trolleys were crowded, and could not take me half as far as I would go with my bicycle in the same time. Last Sunday a friend of mine took me out in his automobile and thought he could make a convert. But I have no desire to get on my back to fix the machinery while oil drips into my face, as he was forced to, nor do I like to pinch my finger for an hour when it becomes necessary to fix a puncture. Nor did I find riding in an automobile all pleasure. I was quite stiffened by the long trip, and only too glad to take a walk or to hunt exercise of some kind.

"I learned long ago that I am a much better man in my business, and socially, if I get good outdoor exercise regularly each week, and that merely riding in the open air, as is the case with the trolley, a boat ride or automobile trip is not enough. Walking is good exercises—no doubt about that—but it is little pleasure, and one cannot go very far. The great value of the bicycle lies in the fact that so much exhilaration and pleasure are derived, which is in itself a mental recreation, and all the bodily exercise, which is really the chief advantage, becomes a secondary consideration.

"I care not what others say or may do, I stand for the bicycle. By having to do without it, I once more found that there is still nothing to take its place."

Coasting That Helps Hill Climbing.

An error often made by riders using coaster brakes in a hilly country is that of coasting to almost a standstill when there is a stiff climb immediately ahead. By applying a gentle power to the pedals while still going at a good gait, short, steep hills, which are hard to climb by taking a standing start at the base, are often surmounted with but little difficulty. In the same way, one will go quite far up a long, steep hill before the climbing becomes hard work.

SIDEPATHS AS SIDEWALKS

Now Proving of Such Value to Pedestrians that their Maintenance is Demanded.

A. P. Dean, sidepath superintendent of Monroe County, delivered an interesting address before the Monroe County Good Roads Association at its first convention in Rochester, N. Y., on October 11. His subject was "The Utility of Sidepaths, in Connection with Improved highways, and his remarks were as follows:

"The law in relation to the building and maintenance of sidepaths, enacted in 1898, permitted the county judge of Monroe County to appoint a board of sidepath commissioners. On April 16, 1898, there was appointed in Monroe County a board of sidepath commissioners. This law required that the board of commissioners should adopt a form of license badge, to be known as a bicycle sidepath license. From 1898 to 1902 the Monroe County Sidepath Commission built about 150 miles of sidepath in Monroe County from the sale of license badges. These paths are not only used by wheelmen, but are used throughout the county as sidewalks. During the seasons of 1903 and 1904 the sale of tags has decreased over half as compared with former years. Consequently the paths could not be maintained in as good condition as in former years.

"In March, 1904, a law was enacted doing away with the Board of Sidepath Commissioners, and placing the sidepaths heretofore constructed and hereafter to be constructed in Monroe County under the control of the county engineer. Owing to the large decrease in the sale of license badges, which means a large decrease in the funds, would it not be wise for the Highway Commissioner to render some assistance to the maintenance of paths?

"In 1903 there was a law enacted which permits the Board of Supervisors of any county in the State of New York to appropriate money for the maintenance of sidepaths. In Onondaga County this season the Board of Supervisors voted the Onondaga County Sidepath Commission \$1,000 to assist in the maintenance of the paths of that county. A great many of these paths were used more by pedestrians than by wheelmen, and the demand for their maintenance was such that the Board of Supervisors felt justified in voting \$1,000 for the maintenance of the said paths.

"There are many miles of sidepaths in Monroe County that are used largely by pedestrians. If the paths have not been found satisfactory during the past two years, it is due to the impossibility of keeping the many miles of sidepaths in repair with the money from the sale of license badges. The wheel is not used for pleasure as it was a few years ago, though still used a great deal as a con-

venience. Children use it to go to and from school.

"Several years ago a sidepath was built from Brockport to Hamlin. After the State road was built it was decided that the State road answered the purpose for wheeling. The abutting property owners along this road objected to this course. A great many of them said that if the Sidepath Commission abandoned the path they would see that it was maintained along their properties as a sidewalk.

Chicago's New "King of the Road."

In earlier years, Chicago was a hotbed of famous road riders. Van Sicklen, Barrett, the Thornes, Bliss, Lunsden, and Winship were but a few of the long string. Until this year, however, about the only Chicagoian who has attained sufficient prominence of late to cause his name to be remembered is William ("Farmer") Blum.



FRED SCHLEWITT.

On Labor Day there sprung into the limelight the young man, here pictured—Fred Schlewitt, of the Century Road Club Association. On that day he not only won the organization's open 100-mile road race, but captured the time prize, and in the fastest time ever made over the course—5 hours, 10 minutes, 30 seconds. The year before he also won the race, but from a long mark (2 hours, 30 minutes). This season the two hours were lopped off, but Schlewitt was not to be denied, and won easily. The best the scratch man could do was 5 hours 16 minutes, 41 seconds. As a result, young Schlewitt—he is not yet twenty—is now at the top of the heap, his name being bracketed with Blum's.

"Chapter 45 of the Laws of 1902 reads that the Commissioner of Highways of any town may, upon the written application of a majority of the inhabitants of any district, authorize one-fourth of the highway labor of the district to be expended in the construction of sidewalks within the district, so that with a reasonable amount of assistance, good paths may be built for a nominal sum per mile. The county engineer has plenty of tools for use in the construction of these.

"These paths are valuable as sidewalks, and should be maintained as such, and the

Highway Commissioner would be justified in rendering assistance as to the maintenance of them and in the construction of new paths in localities where there are demands for them.

"The sidepath was the forerunner of good roads, as the bicycle was the forerunner of sidepaths; and their building in this county was a powerful factor in the good roads movement. Their utility has been so demonstrated that they are now used quite as much by pedestrians as by wheelmen. And the public demand for their preservation warrants the appropriation of sufficient money to keep them in repair."

Baltimore's Big Half-Century.

The half century run of the Patterson Wheelmen, of Baltimore, Md., last Sunday, was a rival in point of success to the similar event conducted by the American Wheelmen the week before. Nearly one hundred riders finished the run. In the morning the route was from Baltimore to Pikesville and return, and in the afternoon to North Point and back. C. H. Pertner, T. Kemp, Charles Hartman and J. H. Mosher had the run in charge in the morning, while S. Simins, H. Wittig, J. C. Kimbel and Carl Plitt led the participants in the afternoon.

The American and Yale Wheelmen were well represented, and George Beall and F. Osthaus, two members of the Leviant Wheelmen, of Washington, D. C., reached the Pattersons' clubhouse at 6:30 o'clock in the morning, having ridden the forty miles from their home town. After participating in the run these two riders returned home again in the same manner that they came, thus covering over 130 miles in their day's riding.

Record Belongs to Caldwell.

The foreigners who have been claiming that Robert Walthour made a new record at Paris when he rode 49 miles and 745 yards in the hour without wind shields on his pacing machines have overlooked a performance of Harry E. Caldwell last year. On September 1, 1903, Caldwell, mounted on a Reading Standard racer, covered 50 miles and 30 yards in the hour on the Charles River track, Cambridge. His pacing motors were without windshields on that occasion, and therefore the record is still held by Caldwell and the "fifty-miles-an-hour" bicycle.

Frenchman Fails in an Attack on Record.

Rene Pottier, a French amateur road racing man, recently made an attempt to beat the world's record for an hour unpaced, held by W. W. Hamilton, of Denver. Hamilton's record is 25 miles and 600 yards, and was made at Denver on July 9, 1898. Pottier's last attempt was at the Buffalo Velodrome, in Paris, and he covered 25 miles and 120 yards. In the first half hour he rode 12 miles and 960 yards.

"Motorcycles: How to Manage Them," Price \$1. The Goodman Company, 154 Nassau street, New York. ***

MOTORCYCLES INCREASING

Los Angeles is "Looking Up"—Something About the Roads and the Riders.

"There is a decidedly increasing interest in motor bicycles in Los Angeles," writes Harry H. Wheeler. "It is claimed that there are about thirty Indians and other machines using Thor fittings—like Racycles, Sunsets and several in neighboring towns. The Indian undoubtedly leads in popularity, the Yale-California, perhaps, being second.

"The Indian riders have an informal club organization and a khaki suit with fringe to imitate the red man's garb. Last Sunday I fell in with ten or more of them at Manrovia and followed them to Pomona, where they had dinner and then returned to Los Angeles. All but one "got there and back," and he did not have motor troubles, only a broken and leaky gasoline tank. Mrs. C. W. Ridsen, wife of the Indian agent, was one of the number, and could mount alone, manage her machine and keep up with the rest.

"Mr. Ridsen, is following your advice, which can't be respected too often if wheeling as a pleasure and sport is to endure, in riding the wheel he sells—not recommending the motor bicycle as a cheap, quick and exhilarating means of transportation, and then using the streetcars himself.

"The time of Ridsen's trip from Los Angeles to San Francisco, recently given in the *Bicycling World* as three days, was considerably less—two days, fourteen hours. He thinks, when better acquainted with the roads, that he can do it in twenty-four hours; but some of us think that would be going so fast that the checkers couldn't read his number! He said he had to assist the motor by pedaling only once on the mountain grades, and I judge that some of them are at least 25 per cent grades.

"There is one feature of his trip to be strongly commended. He says that whenever any driver of horses signalled he slowed or stopped, and, in short, endeavored to be courteous and considerate to other travellers. If all drivers of automobiles and motor vehicles in general would act on this principle, and, also, all other drivers do likewise unto us, there would be no more heaving of rocks at motor cars or cuss words at the choo-choo cycles, and we should no more hiss "Road hog!" at those horse drivers who seem to begrudge us a paltry six-inch side track out of a sixty-foot highway, and unconcernedly crowd us into the ditch or deep dust.

"His time—two days, fourteen hours for 470 miles—may not seem remarkable on a machine capable of going thirty-five miles an hour or more; but those who, like myself, have been over the course three times, know it to be fair for only day riding, since there are five mountain ranges to be climbed, with steep grades from two to eight miles long, sandy river beds to pull through, and

head winds of nearly forty miles an hour velocity to buck against.

"An endurance run for motor bicycles from Los Angeles to San Francisco and back—about 950 miles—would outrival in difficulties the Continental motorcycle road races, and be pretty conclusive proof of the practicality of the machines under all sorts and conditions of roads. Some of us think the heavy belt-driven ones, weighing 170 to 200 pounds, could hardly make the trip.

"I have done what I could to promote such a run by offering to be one of a team of long distance bicycle riders to race a team of equal number of motor bicyclists of different makes to San Francisco and back—with, of course, a suitable handicap; but there does not seem to be interest enough to bring it to pass."



NEW YORK BRANCH 214-216 WEST 47TH ST.

The Bicycle in Japan.

In describing his travels in Japan a correspondent writes:

"The Japanese youth has not only adopted the cycle, he has fully qualified as a trick rider, and he performs palpably, publicly, on the streets of Tokio—the wider streets, at any rate—for nothing. His specialty is riding on the hind wheel, like a horse that jibs.

"The cycle is more than a manner in Japan; it is now an institution, upheld, perpetuated by race meetings. Championships of Eastern, Western and Southern Japan; tables of records, and enormous crowds at the race meetings, which are held on Sundays.

"Strictly speaking, they are not to be seen during one's first strolls in the streets of Tokio, where, however, it is one's privilege to see many competitors training for the coming races. Had you been in Tokio this morning you might even have seen Japanese ladies cycling. I mean that this is a manner or custom which is just beginning, born to-day, so to speak; it has to meet embattled armies of prejudices, but its triumph is probable."

THE TIRE HE WANTS

"Junior" Describes It and Points Out the Benefits of the High Grade Article.

No one detail so affects the running qualities of a bicycle as the resiliency of the tire. It is indeed a pity that the value of resilient tires is not more widely known and appreciated. The rider who buys cheap tires, which are as a rule stiff and without life, dearly pays for it in the amount of work he must transmit to the pedals. In no way can a rider more economize than in buying only the best and most resilient tires. Although the price may be a great deal more, the speed or ease of propulsion that is gained outweighs by far the original outlay involved, and the greater durability, itself an item of no small consideration, becomes only of secondary importance. While I do not recall figures, I remember that in the latter part of 1898 Professor Carpenter, of Cornell University, made a series of experiments in determining the relative values of different tires in their efficiency of delivering the power applied, and his results proved that a machine with inferior bearings would yield better results with good tires than one with fine bearings and poor tires. Racing men have long ago learned the value of resilient tires, and coasting contests have also shown that the result is determined by the tire used.

Let a rider who has used light bouyant tires for some time substitute heavy or stiff tires and note the great difference. It is like riding from a fast board track into a sand road. The former possess a life and spring, and the rider feels that every ounce of power applied at the pedals is utilized, whereas in the latter there is a decided drag.

To obtain a tire with the maximum of resiliency, it is necessary to resort to building up the tire of layers of thread, each of which is separated from its neighbor by rubber, so that there can be no friction within the fabric, as is the case when woven material is used to give strength to the tire. Next in importance comes the quality of rubber employed. Only the very finest grade should be employed, and for good wearing qualities there should be a good layer on the tread. The importance of this latter fact is often not realized. One other good feature of tires constructed as has been outlined is that, when cut, the fabric cannot rot, owing to each thread being protected and made moisture proof by rubber.

It has been the lot of the wheelmen in this country who would have the most resilient of tires to select a well known make of single tube. Now, I never liked a single tube tire owing to the uncertainty of repairs while touring, and much prefer the detachable double tube type. But I notice that one firm has turned its attention to making a double tube tire for automobiles on the principle outlined above. Their claims are that, owing

to the absence of internal friction, the tire is much more durable, besides being considerably faster. Now, if only some manufacturer of detachables would bring out a tire of this nature for bicycles, it would indeed be a great source of satisfaction to those who desire the most resilient of tires but who also refrain from single tubes. They would get my order on the double quick. JUNIOR.

Chicago Motorcyclists' Hour Race.

It appears as though the prophesy made by the Bicycling World about a year ago, that the motor bicycle would be the means of saving the Garfield Park track, at Chicago, is about to be fulfilled. As is perhaps not generally known, this track, which is of asphalt and two laps to the mile, was planned as a public bicycle speedway in Garfield Park during the "boom," and was finished just about the time the slump set in. The track has been but little used in late years, and for some time it was contemplated to tear it up, but this year the Chicago Motorcycle Club has held a number of meets which have proven so successful that probably all danger of the loss of the track has vanished.

The last meet of the season was held last Saturday afternoon, when two close and exciting contests furnished good sport for the crowd that lined the oval. St. Croix Johnstone, with a 4 horsepower Mitchell, captured both the hour race and the fifteen-mile match for the gold medal and the championship of the club, but his victories doubtless would not have come so easily had not Anthony Nichols, of Aurora, with a $1\frac{3}{4}$ horsepower Rambler, snuffered a broken chain.

In the hour event Nichols was putting up a good race when his chain went wrong. Johnstone reeled off forty-four and one-half miles, a new mark for the track. J. A. Turner, five miles behind, was second, and John Clark, with thirty-six and one-half miles to his credit, was third.

Nichols held the lead at fourteen miles in the fifteen-mile event, when a parting chain put him out of it. Johnstone won in 19:35, with C. H. Hall second and William Koeppe third. Summaries:

One-hour race—Won by St. Croix Johnstone (4 horsepower Mitchell), C. M. C. C. (distance, 44½ miles); J. A. Turner (Special), unattached, second (distance, 39½ miles); John Clark, C. M. C. C., third (distance, 36½ miles).

Fifteen miles, for club championship—Won by St. Croix Johnstone (4 horsepower Mitchell); Charles Hall, second; William Koeppe (Orient), third. Time, 19:35.

Prince Telling Tales Abroad.

John S. Prince has been telling the Englishmen that after he has built his indoor track in Paris this winter he will construct one in some English town. The track in Paris will be capable of holding a speed of 1:10 to the mile. Prince says he will build an indoor track of ten or twelve laps in one of the larger provincial towns of England, and will have all of the best pace followers and sprinters of Europe as attractions.

How the Lady Mounted the Tandem.

Most motorcycleists who carry a lady upon their tandem attachment are presented with a difficulty in mounting or starting, especially on country roads or where no curbstone is at hand. A neat way in which a few motorcycleists, or, rather, their companions, have overcome the difficulty is, to walk about 100 feet ahead and mount the rear seat after the machine is under headway. Only a few days ago a Bicycling World man saw a young lady swing into the rear seat of a moving motorcycle tandem with as much ease and grace as is characteristic of a railway conductor boarding a moving train.

Mile-a-Minute Murphy Up-to-date.



CHARLES M. MURPHY.

Charles M. Murphy, who earned fame by being paced by a locomotive to the tune of less than a mile a minute, and is now a New York policeman, is the third member of the force to be mounted on a motor bicycle. He is attached to the staff of the inspectors for Brooklyn Borough, and is alone in his glory on that side of the big bridge. The other two motorcycle cops are located in Manhattan.

Two Ways to Ring a Bell.

"Let me show you how properly to use a bell in a city where streets are as crowded as in this," remarked a wheelman who was riding up Fifth avenue with a Bicycling World man recently.

Presently some boys were encountered, playing ball in the street, and he gave a long ring, as is the usual method; little attention was paid to the alarm, and the youngsters merely looked around. Soon after another crowd was encountered, and this time when the alarm was given there was a hasty scramble for the sidewalk.

"Notice the big difference?" said he. "It all depends on the way you ring. In the first event I gave only a long drawn out ring, as if there were ample time, and as though I were coming slowly. The second time I pushed the lever of the bell much harder and only once, with the result that the signal was much more abrupt and sudden. This gives the impression that you are close at hand and bearing down rapidly, hence the scramble to get out of the way; even dogs give heed.

By properly using a bell one can make much better time in crowded streets than without one, and, furthermore, a good loud bell is required if the desired result is to be obtained.

How the Repairer Kept His Word.

"You run across odd things occasionally, even now, as I learned the other day," remarked an old rider, who long ago joined the pottering brigade. "I was riding along quietly when I came up with a dismounted rider wearing a most disconsolate expression. He had struck a big stone with his pedal and bent the pin—so badly that the pedal was jammed against the crank and would not revolve. Of course, he had no tools with him, and I doubt if he would have known how to use them if had had them.

"Getting out my wrench I set to work to see what I could do. The pedal was in such a position that I could not get my foot squarely on it, or I would have tried to get the worst of the bend out by the time-tried method of pushing on it. There were left only two ways, one to take the pedal apart and pound the pin with a stone to straighten it, the other to put the wrench on the outside of the pedal and with the leverage thus attained get the kink out.

"The former seemed to be the easier job, and I put my wrench on the hexagon end of the pin, near the crank, to unscrew it. It would not budge, notwithstanding I put my full strength on it. Looking closely, I discovered the reason—the pin had been brazed fast to the crank! I had seen such things in bygone years, but I did not suppose that any one would resort to such crude methods at this late day.

"But there it was. A little questioning recalled the fact that some time before the pin or thread of the crank—the rider didn't know which—had stripped, and the repairer to whom he had taken it had said that he would fix it so it would not come loose again. And he was as good as his word.

"After a lot of work with the wrench I managed to straighten the pin sufficiently to permit the pedal to revolve. The rider overwhelmed me with thanks and rode off. I made a mental note of the name of the repairer, determined that he should not do any of my work. Yet, was he altogether to blame, after all? He probably did what he thought would best suit his customer, and it was not his fault that the pin got bent."

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

CYCLING IN MALTA

Great Increase of Interest in that Spot in the Sea—Some Peculiarities.

Few people, especially those who have never been there, are likely to associate Malta with cycling. Yet, in proportion to its size, this great Mediterranean fortress numbers quite as many devotees of the wheel as does any other British possession.

The number of machines on the island is already a large one, and is increasing rapidly every year. Nearly all of them are imported from England, for the local firms engaged in the trade are not yet capable of turning them out satisfactorily. Still, one occasionally sees in certain shops at Valletta notices posted up bearing the inscription: "Elegant bicycles constructed on the premises." Samples of the maker's skill, too, are sometimes exhibited in the windows to the admiring gaze of passers by. For the most part they are extremely weird contrivances, and bear as much resemblance to a Coventry machine as chalk does to cheese. Serenely oblivious of any defects they may possess, however, their makers ostentatiously affix to them placards marked, "Built to the order of the Hon. Corporal Jones," or "Specially designed for important Maltese gentleman," etc., and are as proud of their handiwork as a dog with two tails.

The popularity of cycling in Malta has increased of late to quite a startling degree. Ten years ago a cyclist was the object of an embarrassing amount of attention on the part of natives, and would be followed by a curious and admiring throng wherever he appeared. At that time the islanders—especially those dwelling in the country districts—assured one another that bicycling was merely a fresh exemplification of the madness from which they charitably supposed all Englishmen to suffer. Since then public opinion has changed considerably, and nowadays the better class of natives have themselves taken to the pastime quite freely. Even the peasants of the interior have at last been convinced that the wheel is not an invention of the Evil One, and that its riders are not necessarily on the road to a warmer place than Malta.

As will readily be understood, the military garrison of the place furnishes more cyclists than any other portion of the community in Malta. Practically every officer has a bicycle, and a fair sprinkling of the private soldiers follow the example of their superiors in this respect. As these latter seldom have enough money to buy machines for themselves, they generally hire them from local firms. Plenty of these are to be found in Valletta (the capital of the island) or the vicinity of the different barracks. This hiring business, it may be mentioned, is an extremely profitable one, and soon enables the proprietor to repay

its first cost twice over. The proprietor, too, usually has an eye like a hawk for discovering injuries to the tires or framework which no one else can see but himself and that he insists upon charging to the rider. Protests are invariably met by fervent appeal to all the saints in the Maltese calendar to bear witness if the contention is not a just one. The hirer usually finds it best to pay up and look pleasant.

After the military element, the naval one furnishes the Maltese cycle firms with their best customers. As the headquarters of the Mediterranean fleet, there are always a large number of British bluejackets in Valletta. When these come ashore they consider their holiday incomplete unless it includes a spin on a bicycle. As a rider the British sailor is not, speaking generally, conspicuous for his skill. What he lacks in this capacity, however, he more than makes up for by the boldness with which he courses down precipitous hills and threads a way amid crowded traffic. It is quite a sight to see lower deck men careening gayly along the principal thoroughfare, shouting directions to their leader to "port his helm" or "splice his mainbrace" or perform other approved nautical manœuvres. Maltese passers by regard them with wonder, and then tap their foreheads significantly, muttering, "Mad Englees sailormen! Too much beer!"

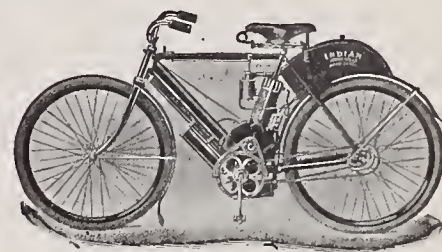
The favorite rendezvous for cycling on the island is one known as the Marsa. This is a large expanse of mingled turf and sand (chiefly sand) about two miles distant from Valletta. It forms the garrison recreation ground, and is used alike for gymkhanas, athletic sports, polo, cricket and football. There is a good cycle track on one portion of it, where races frequently take place. When the contestants are furnished, as is often the case, by soldiers and sailors in the garrison, they attract additional interest, as a keen rivalry always exists between the two services. The partisans of either attend in force and encourage their representatives heartily in their own peculiar fashion. Advice from the military spectators to "change front, half right," and from the naval ones to proceed "full speed ahead," is lustily shouted on every side, much to the indignation of sergeants-majors and ship's corporals, who vainly call for "silence on parade."

At certain times of the year the Marsa course is often the scene of bicycle gymkhanas. These are exceedingly popular, and always include a good many ladies among the competitors. Much ingenuity is expended in devising tests of skill on these occasions, and some of them are responsible for a great deal of amusement. Among such may be mentioned the "needle and thread race," those entering for it being required to ride a certain distance, dismount and pick up a needle and reel of cotton from the ground, thread the former, mount again and then make their way to the winning post. In what is known as the "egg and spoon race" the competitors have to ride a certain distance holding an egg in a spoon. As may be imagined, collisions

Whenever

you think of
motor bicycles or
whenever men talk of
them your thoughts
and their talk
inevitably lead to the

INDIAN



Ever ask yourself why
this should be
the case?

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At Kansas City, Mo., Oct. 5.—Indians first and second in both events.

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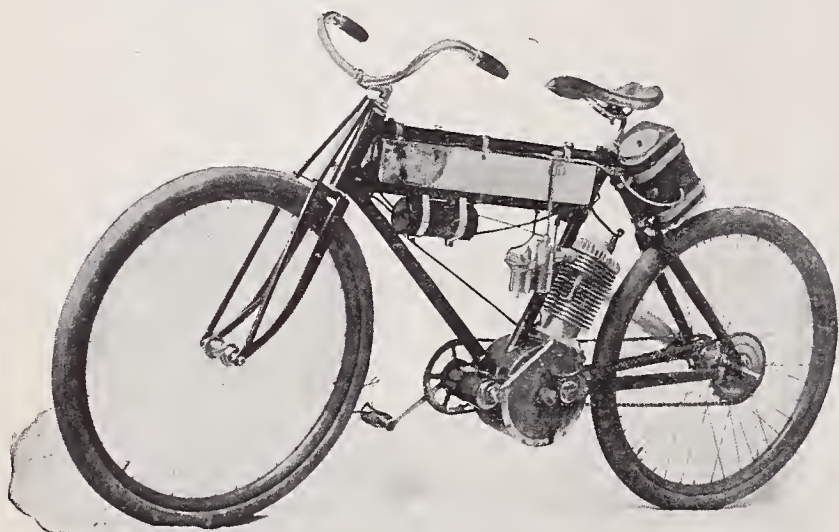
are frequent and the track speedily gets strewn with eggs.

Taken as a whole, the feminine element among the British population of Malta are ardent cyclists. On almost any fine afternoon about 5 o'clock, when the great heat of the day is over, numbers of ladies may be encountered spinning along the Calcarra road or on their way to Sliema. This latter is a suburb of Valletta, on the opposite side of the Marsamuscetto harbor. It is the great residence district for the English community on the island. From the edge of the wide shelv-

ing bay on which it stands, several interesting excursions can easily be made. The most popular among these are to Pembroke Camp (where a large garrison is always stationed), St. Paul's Bay (the scene of the apostle's shipwreck), Musta church (celebrated for its huge dome—only surpassed by that at St. Peter's, Rome) and the ancient city of Citta Vecchia. This last is right in the interior of the island, and is a place of considerable antiquity. It is connected by subterranean passages with Valletta, seven miles away.

The roads leading to the various points of

interest in Malta are not particularly well adapted for cycling. In the first place, they are distinctly hilly, and, in the second, they are extremely dusty. This is because they are composed almost entirely of limestone, the consequence of which is that the rider early develops a most expensive thirst. However, there is no lack of public houses (generally dignified by the name of "hotels") where it may be quenched either in beer or "ambite." This last named, however, is not to be recommended, as it is a fiery liquor brewed on the island and which only Maltese throats can appreciate.



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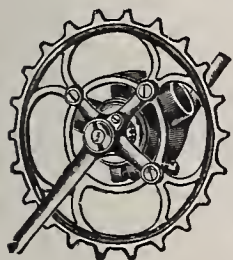
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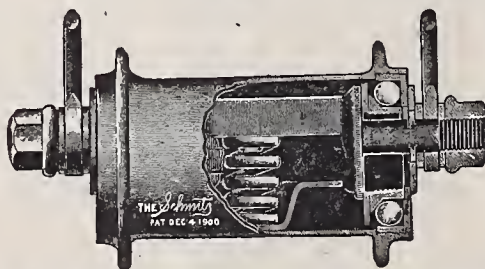
for our Summer bargain sheet. Inside prices on
a great many articles that we are desirous of
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CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
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SCHMITZ PATENT SPRING HUB

For BICYCLES, MOTOR CYCLES, AUTOMOBILES
Holds several World's Records for speed. Relieves and
breaks jar below the axle, thereby saving at least half the wear
on tire. Absolutely guaranteed.

FRANK SCHMITZ & SONS,
560-564 Orleans St. Chicago, Ill.

The Week's Patents.

771,538. Wheel rim for hollow tires. Elmer M. Downs, Chicago, Ill. Filed January 11, 1904. Serial No. 177,627. (No model.)

Claim.—1. The combination with a wheel rim having marginal flanges, and a hollow or pneumatic tire casing divided longitudinally to provide opposite base portions adapted to engage the rim flanges, or a centrally arranged independent binder adapted to engage the two base portions of the casing, said binder being transversely divided and arranged to be drawn and wedged against the base portions of the casing and in alternation therewith to be lifted up within the chamber of the casing; a rotary and longitudinally adjustable key adapted to detachably interlock with the binder and supported for adjustment radially as to the wheel rim to draw the binder against the base portions of the casing and in alternation therewith to raise the binder within the chamber of the casing according to the direction in which the key is longitudinally adjusted; and means for adjusting the key in a direction radially toward the centre of the rim.

771,841. Bicycle Handle Bar. Burton H. Sills, Belleville, Canada. Filed February 15, 1904. Serial No. 193,714. (No model.)

Claim.—1. A bicycle handle bar, and a central offset thereon, in combination with a stem made expansible at its lower end; an offset at the upper end of the stem on which the handle bar offset is hinged; a stop limiting the upward swing of the handle bar; an adjusting tube fitted within the stem and provided with a threaded stem at its lower end and shaped at its upper end to receive a wrench; a coned expander screwed on the threaded stem and suitably held from rotating; a plunger fitted within the adjusting tube and adapted to engage the handle bar, and a coil spring within the adjusting tube engaging the tube and plunger, substantially as described.

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"LEADER"

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, October 29, 1904.

No. 5

COURT TAKES THE CASE

Final Arguments in Bottom Bracket Suit Made and Judgment Now Awaited.

The famous bottom bracket fight is nearing its finish. It is probable that the decision in the case will be rendered within three months.

The final hearing in the matter took place in the United States District Court at Norwich, N. Y., on October 12 and 13. After listening to the arguments Judge Ray took the papers in the case, and the next step in the matter will be the handing down of his decree.

That the decision will be of great moment to the trade nearly every one is well aware. Although the action was originally instituted by the American Bicycle Co., and is nominally against the H. P. Snyder Mfg. Co., the Miami Cycle & Mfg. Co. and the Crosby Co., the whole trade is concerned with the result.

As successors to the American Bicycle Co., the Pope Mfg. Co., of course, fell heir to the proceedings, and it is no secret that in the event of favorable judgment they will immediately take action looking to the collection of royalty.

The patent itself has just about one more year of life left in it: it expires in November, 1905.

German Exports Still Going Up.

Germany's exports of cycles and parts continue to show an increase. The figures for the first seven months of the year, ending with July, show that 2,846 tons were sent abroad, as compared with 2,378 tons in the seven months of 1903. Holland was Germany's best customer, being responsible for 619 tons of the total, Denmark coming next with 579 tons, followed by Austria, 274 tons; Switzerland, 273 tons; Belgium, 221 tons; Italy, 195 tons; England, 167 tons, and Russia, 137 tons.

A much smaller increase marks the imports. For the seven months ending with July they show a total of 169 tons, as compared with only 152 tons in the corresponding period of 1903.

Fisk's Western Office Opened.

The Western sales office of the Fisk Rubber Co., the decision to establish which is no small departure, has been formally opened at No. 52 State street, Chicago. As was previously stated, it will be under the management of Frank C. Riggs.

The new office will handle all Fisk business in the following States: North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Indiana, Indian Territory, Texas, Minnesota, Iowa, Missouri, Arkansas, Wisconsin, Illinois, Michigan, Kentucky, Ohio, West Virginia and lower part of Pennsylvania.

France's Foreign Trade Also Expanding.

Increases are shown in both imports and exports of cycles by the returns issued by the French customs and covering the trade of France for the first eight months of the year ending with August. The value of the imports is given as \$915,600, as compared with \$900,000 in the corresponding period of last year. The increase in the exports of French cycles and parts was from \$727,400 in the first eight months of 1903 to \$832,200 in the eight months ending with August last.

Concentrating in Rambler Factory.

The Pope Mfg. Co. has begun the abandonment of the Crescent factory, in Chicago. As the work on hand is completed the plant will be shut down gradually and dismantled. The work of manufacturing, so far as the Western department is concerned, will be transferred to and concentrated in the Rambler factory, which is owned by the Pope people themselves. The Crescent plant, however, is leased property, being owned by the Leiter estate.

Value of Geer's Estate.

An inventory of the personal property left by the late Harry R. Geer, "The Motorcycle Man" of St. Louis, Mo., filed recently with the Probate Court, shows a total valuation of \$2,189.97.

Weber Goes to Watertown.

R. H. Weber, Plymouth, Wis., has purchased the business of A. Sittmans, at Watertown, that State, and will make his headquarters there; he will, however, also continue his shop at Plymouth.

LIGHT TURNED ON RIPPER

Court Proceedings Expose His Devious Ways—Leaves Promissory Notes Aplenty.

When the affairs of the Electric City Cycle Co., of Buffalo, N. Y., and of Victor E. Ripper, who was the mainspring of the concern, came up for an airing in the bankruptcy courts in that city last week, the ugly rumors connecting Ripper's name with illegal practices assumed distinct form and substance. Attorney Aaron Fybush, who represented New York creditors, asserted that about \$10,000 worth of notes among the liabilities of the company were forged, either in signatures or indorsements.

Ripper was forced into bankruptcy recently, and his entire liabilities appear to be made up of promissory notes. There are in all about \$50,000 worth of them. Many of the notes had the indorsement of Fred S. Freund, and Attorney Eugene Warner said that in no case was the indorsement the signature of Mr. Freund.

Twenty-four claims were allowed and Frank Gibbons was appointed trustee, his bond being placed at \$2,000. The notes, about which forgery allegations were made, have been set aside for the investigation of the trustee.

Creditors of the Cycle company will fare very ill when the amount realized from its winding up is divided. The sale of the stock of the concern has been confirmed by Referee Hotchkiss of the Bankruptcy Court. The sale was made in three lots, aggregating a sum of \$1,661.50. This amount falls far short of the liabilities, which are placed at between \$40,000 and \$50,000.

The Electric City Cycle Co. had stores at West Seneca and on Main street, Jefferson street and Genesee street, Buffalo. All of these stores excepting the West Seneca store, it is claimed, had been emptied of all assets but the fixtures.

Ripper, it is said, has been traced as far as St. Louis, and it is believed that he is now there with his brother. It is thought that as the case progresses before Referee Hotchkiss there will be some rather sensational developments, there being many rumors of other alleged shady dealings.

WANTED TO HIRE A WHEEL

**When he Woke Up he Realized That
"Things Are Not What They Used to be."**

"I guess the old days of the wheel have indeed gone by," remarked a man who rode a great deal in the nineties, but who joined the great army of non-riders some years ago. "I used to ride a wheel a number of years ago, and I thought I would like to take one with me on a trip into the country where the roads are good. You can buy a wheel now from \$3.98 up. I paid \$175 for the first one I had, and I wasn't getting more than \$9 a week then, either. But I could wear \$11 tailor-made trousers then. Now I wear a ready-made article that the salesman calls a 'fine pant.'"

"But I didn't want to buy a wheel for such a short trip. I merely wanted to hire one, chainless preferred, and I started out as bold as brass, thinking I could get what I wanted in the first place I went to. I soon found I had another think. The clerk there looked at me as if I was a freak from the country and told me they had no wheels for hire. they never let wheels, no one ever hired wheels now, no one ever let wheels any more, no one ever tried to hire wheels nowadays when every one could afford to buy one, and if I wanted to buy a wheel he had a good, cheap, second-hand—but I cut him off there and got out. I caught myself getting ready to apologize to him when I realized that I ought to crack him over the head. But just in time I realized that I ought not to butt in on the fool killer's job and got out.

"I went to another place, but it was just the same there. The clerks looked at me either in curiosity, as if I had been some variety of freak, or else in a half-pitying way that showed they thought I knew no better and so should be regarded with tolerance. I stopped then. There may be places in this city where bicycles are kept for hire, but I don't know where they are."

About Fork End Repairs.

How great a difference still exists between English and American repair shop practice is shown by the appended note, taken from the Cyclist:

"There are several methods of renewing fork ends, one strong, neat method being as follows: From a stock length of 1-1/8-inch flat mild steel cut off two pieces about three inches long, and file them to the shape shown in the sketch. Braze the narrow portions neatly inside the fork tubes, the broken ends being first filed to equal length to receive the new ends. Never drill the spindle holes until the forks are completed, in order that they may be centred equally from underneath the fork crown."

A dozen years or more ago much the same procedure ruled in American repair shops. But such crude and time consuming methods have long since passed here. Every repairer

keeps a stock of fork ends as well as fork crowns, and with a very little fitting and filing they are brazed in place and the job is done in little more time than the Englishman would take to cut off his piece of mild steel.

Big Profits in Parts.

Another batch of British company reports has been issued, and still the expected and feared "calamity figures" have not appeared. The concerns submitting reports are four in number, viz., the Birmingham Small Arms Co., James Cycle Co., Raglan Cycle Co. and Calcott Bros., and do not include any of the big purely cycle making companies. All of them show profits, and most of them regard the year's business as satisfactory.

The noteworthy feature of the B. S. A. report is that its profit is due to the cycle end of the business. Without it the shareholders would have fared badly, owing to delays in prosecuting work on a new army rifle. A trading profit of just under \$250,000 is disclosed. Out of this the ordinary shareholders get a dividend of 10 per cent and a bonus of 62 1/2 cents a share, and the preferred shareholders get 5 per cent.

A profit of \$8,765 is shown by the report of the James Cycle Co., and, although this replaces losses for the last two years and is the best showing since 1899, it is not up to the expectations of the directors, as they admit. At the same time more machines were made and sold than for the last four years. Calcott Bros. announced a profit of \$10,260, out of which a dividend of 4 per cent was declared. The Raglan Cycle Co.'s report was slightly disappointing. A profit of \$7,380 had been earned, but it was not deemed advisable to declare a dividend out of it. The amount was therefore carried forward.

To Remove Dents from Tubing.

One of the most worrying repairs that a repairer has to cope with is the removal of dents from, say, the handle bar of a cycle, and it results frequently in the purchase of a new bar where a repair might possibly be effected. Hitherto, to remove the dent has been a most complicated business, and one of which repairers frequently fight shy, finding it a saving of time and money to throw the tube away and put in a new one.

A flexible mandrel for removing dents has been brought out by an English concern. It consists of a species of close coiled spiral springs made from wire of a flat section. The spring is inserted, after being oiled, by pushing and twisting it to the left. When it is sufficiently inserted a small swage can be brought to bear on the outside of the handle bar and the dent removed, the spring acting as a solid mandrel. An ingenious extractor is supplied, whereby the spring can be easily drawn from the tube.

The Retail Record.

Orange, Cal.—J. P. Boring, burned out; loss, \$4,000.

Jonesboro, Ark.—L. A. Cole & Co., burned out; loss, \$1,500.

HERE'S A 16 LBS. TANDEM

**Was Built to Order, of Course, and for
Use Away Down in Florida.**

The Pope Mfg. Co. has completed at its Hartford factory the smallest tandem bicycle in the world that is perfect in every respect. It is a miniature Columbia, and all the parts had to be made by hand. The wheel cost \$75 and was made for W. A. Lofton, the company's agent at Miami, Fla. Mr. Lofton had a rough tandem hastily constructed for his two children, and when he found they could ride it he ordered a miniature Columbia.

One of his boys is twenty-two months old and the other is four years. The rear saddle will be eighteen inches from the ground. Special saddles are now being made at the company's factory in Chicago. If Mr. Lofton stands in the road his children can easily ride between his legs on this machine. The tandem weighs sixteen pounds. It has a thirty-three inch wheel base and a double loop frame. It has ball bearings throughout and hand forgings. The cranks, pedal centers and all the small parts are hand forged. The chains are adjusted and made the same as those of the big machines.

The tires and wooden rims had to be made especially for the tandem. The tires are 12 by 1 3/8 inches. The finish is Columbia enamel and the striping is in blue and gold. The chains were made in the company's Indianapolis factory. There is an eleven inch reach for the forward seat and thirteen inches for the rear one. The crank is 2 3/4 inches, while the average sized crank is seven inches. The \$75 represents the actual cost of making the machine.

Store Hints that Reach Across Seas.

Lest they should not be able to see themselves as others see them, English dealers are asked by an English writer to take heed of the following hints on store conduct:

"That a chair would sometimes be acceptable to a customer or a caller at a cycle shop. That a dog, not always clean or free from fleas, does not encourage a lady or any well dressed customer to visit a cycle shop, and that even an old cat, trying to lick and bite its hind legs clean, is not in itself an attraction. The want of the first is common, and the presence of the two latter very frequent."

Post-Season Sales Turn Scales.

What threatened to be a bad year for the British trade has been turned into a fair one by post-season business. August and September both were good months, considered from the standpoint of the weather, and all branches of the industry have benefited thereby. Stocks have been depleted, and the outlook for 1905 is considered to be decidedly better than for a long time.

TWO-SPEEDS FOR ALL CYCLES

Standard's Ingenious Hub Now Ready for Marketing—Sixteen Changes Afforded.

That eagerly awaited article, the Standard two speed coaster brake, is now ready for the public. The accompanying illustration of its exterior will serve to heighten the good opinion which the meagre yet fairly comprehensive preliminary description created.

That it is due for a large measure of popularity and use cannot well be doubted, as it really does fill a long—a too long—felt want, and the fact that it may be applied to any standard chain bicycle, old or new, will make it of not less concern to riders and dealers than it is to bicycle manufacturers. In the natural order of things, it should prove a distinct fillip to the entire trade and pastime. It could not be launched by better sponsors. Its makers, the Standard Spoke & Nipple Co., Torrington, Conn., who by their spokes, pedals and toeclips have been long closely interwoven with the cycling interests, have practically unlimited capital and facilities and are positioned to make the most of their opportunities.

In brief, the advantages of the device are these: Simple construction; small number of parts; a free running coaster from either gear; a brake operated at all times on either speed; high and low speed operated independently of brake and without stopping wheel; minimum number of bearings; clutch with no binding or wedging effect in its operation; power applied to sprocket and used direct; easily assembled and taken apart for cleaning or repairs; easily adjusted; no work downhill, less work uphill; perfect control of wheel and positive change of speed to accommodate all roads; wide range of gears.

In the design and construction of this new hub the endeavor has been to produce a device giving a high speed, a low speed, an automatic coaster or free wheel and a brake all contained within one hub, which hub is applicable and can be easily applied to any standard make of frame. The hub has been made simple, practical, mechanical and reliable, and attractive in appearance, without sacrificing strength or practicability.

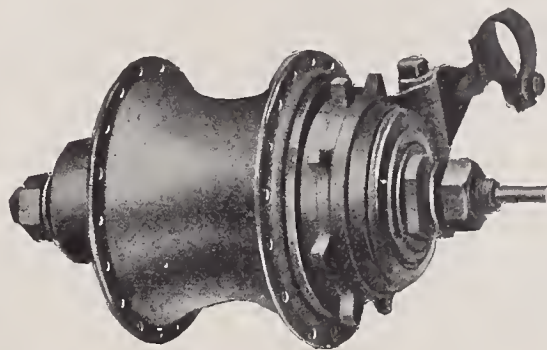
Owing to the peculiar construction of the hub, it is only necessary to use one pair of ball bearings, upon which the hub revolves at all times, whether in high speed, low speed or coasting, and these bearings are unaffected by the operation of the speed mechanism or brake, as no strain or pressure is put upon them by the operation of either speed mechanism or brake. The bearings are placed at the extreme ends of hub, and all the mechanism is between them.

The speed gearing is of the planetary, or sun and planet type. The central gear is carried by the axle. The pinions are carried by the hub, being rotatively mounted on pins which are supported in the hub on both sides of the pinions, thus giving the

pinions a rigid support. The internal or driving gear is a part of the sprocket. Therefore the power is applied at the sprocket and transmitted direct to the gearing.

It will thus be seen that a high speed is obtained direct, and that low speed is obtained by gearing down, thereby gaining power, instead of low gear direct and high speed by gearing up, with a corresponding loss of power.

The special free-wheel clutch is a feature of the hub, as by its use the free wheel or coaster is obtainable at all times, whether on high or low speed, thus making it unnecessary to provide a free wheel clutch for each speed. The clutch is positive and powerful in its action, and releases quickly and easily. It operates between the central gear and movable clutch member, the movable clutch member engaging directly with the hub and thus locking all gearing together for high speed, and engaging with the stationary clutch member on axle, thus allowing the intermediate and internal gearing



to rotate about the central gear for low speed.

The brake is sensitive, but powerful and efficient; it is of cone shape, and is operated direct from the sprocket with the same mechanical advantages as the speed gearing. It is located well toward the center of the hub instead of at one end, and may be used to any desired amount with very little pressure on pedals, as there are no stiff springs to overcome.

The free wheel or coaster may be had at all times, whether in high or low speed, by bringing the pedals and therefore the sprocket to a rest; back pedalling, of course, applies the brake.

The speed gearing is unaffected by the operation of either coaster or brake.

The operation of this speed gearing and of the brake are separate and independent of each other. This is as it should be, as in a hub where the speed is changed by back pedalling it is evident that the speed will be changed every time the brake is applied, whether the change is desired or not. Riders know that the brake will be used many times where one change of speed is desired, but that the speed should be changed only when needed; there is therefore provided a shifting device which may be clamped to frame at any desired point, the device being connected to this movable clutch member in hub by a cable and suitable mechanism. This device being placed in reach of

riders and provided with a shifting lever, the change of speeds may be made easily when, and only when, desired.

There is practically no limit to the range of gears that the device affords. The number of teeth on the sprockets, of course, governs the size of the gear, the range provided for being as follows:

| Sprockets. | High. | Low. | Sprockets. | High. | Low. |
|------------|-------|--------|------------|-------|--------|
| 20x8 | | 70—49 | 20x9 | ..... | 62—43 |
| 22x8 | | 77—54 | 22x9 | ..... | 68—47 |
| 24x8 | | 84—59 | 24x9 | ..... | 75—52 |
| 26x8 | | 91—64 | 26x9 | ..... | 81—56 |
| 28x8 | | 98—69 | 28x9 | ..... | 87—61 |
| 30x8 | | 105—73 | 30x9 | ..... | 93—65 |
| 32x8 | | 112—78 | 32x9 | ..... | 99—70 |
| 34x8 | | 119—83 | 34x9 | ..... | 106—74 |

The operation of the device is substantially as follows:

When in high speed, the movable clutch member is in engagement with the hub shell, in which position the hub shell, sprocket, pinions and central gear are locked together, and when driving forward all revolve about the axle as a solid piece.

To obtain the low speed the rider shifts a lever on frame, which action shifts the movable clutch member out of engagement with hub shell and into engagement with the stationary clutch member, in which position the central gear is held against rotation and the pinions (and therefore the hub shell), with sprocket, rotates about and upon same. By shifting back the lever on frame the change from low to high gear is made.

On both high and low speed, the central speed is locked to the movable clutch member against rotation in one direction, but because of the free wheel clutch between the two members the central gears are free to revolve independently of movable clutch member in the opposite direction, thus giving a free wheel or coaster at all times. When the sprocket is rotated backwards, as in back pedalling, the brake shoe is forced into brake recess in the hub thus braking same.

Thus the rider has an automatic coaster and brake controlled from the pedals, and two speeds operated independently of the coaster and brake.

Reducing Price of Motor Bicycles.

Minerva Motors, Ltd., the English house that handles the well known Belgian motor of that name, and that once supplied almost the whole British trade with motors, will market complete machines next season. It has also caused a considerable stir by announcing that it will produce three different models, one of them of two horsepower, at less than \$150. The prices of the other models, of 2¼ and 3½ horsepower, respectively, will be also "brought within reach of the masses." They will be fitted with spring forks and magneto ignition and an ingenious two-speed gear contained in the bottom bracket will be offered as "extras."

The Reliance Motorcycle Co. has finally removed to Oswego, N. Y.; it formerly was located in Addison, this State.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.
This is the fourth year that I have ridden this
wheel and would not trade it for a new one of
any other make. E. F. HAMMOND.

For Agency
Terms address NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

IF YOU WANT PROTECTION



BUY

Fisk Line of Bicycle and Motor Tires.

Prices once made remain. Goods delivered as Samples shown.

No Cut-Throat Dealers can get them. Invest in them.

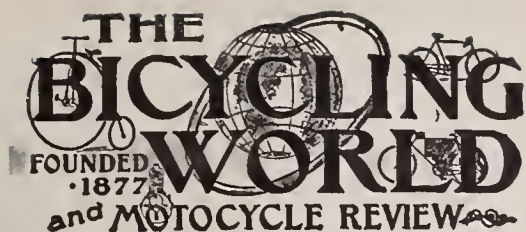
They are just as safe as GOVERNMENT BONDS.

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| | LONDON, | | |

THE FISK RUBBER COMPANY,
CHICOPEE FALLS, MASS.

Western Sales Office, 52 State Street, Chicago.



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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 29, 1904.

Decadence of Salesmanship.

In no detail of the business is more "ammunition" permitted to go to waste than in the compilation of catalogues. Unless the change or improvement made in a bicycle is of great moment it is permitted to pass unrecorded and unheralded.

No sound reasons are now advanced to influence riders to change their mounts. They are left to cherish the notion that cycling ingenuity has stagnated, and that the bicycles of to-day are no better or no different from those of four or five years ago. It is almost as if the art or science of salesmanship had degenerated. The "talking point" is either poolpoohed or minimized, and yet "talking points" are selling points—features that actually promote sales.

Recognition of the fact was keenest when there was less need for it.

It is well within the memory of the trade that a change from round to D-shaped tubing in the rear forks, or the substitution of round cranks for flat ones, or the adoption of a

new chain or saddle, or chain adjuster, or seat post binding, was cause for emphasis in all catalogues, and in varying degree contributed to the life of the trade and of the pastime, and played no small part in influencing the purchaser.

It was then recognized that whatever change, however small, was in the nature of a selling point, and the most was made of it. Nowadays the man who seeks such information too often draws a blank. We ourselves, in endeavoring to obtain it, have several times been turned aside with the response, "Our bicycles have been altered only in minor details," although we made perfectly plain that it was these very "minor details" that we sought. Our every effort to help the people concerned was thus defeated, and it is to be added that their catalogues dealt almost exclusively with dry as dust specifications. It was possible, when it was possible, to discover wherein these had been changed only by obtaining catalogues of the previous year and making comparisons.

It is not contended that the whole trade was guilty of such lapses. There have been at least two notable exceptions to the rule, and they stand out from their fellows. But, speaking generally, this "screw is loose" in the average sales department. The value of "minor details"—of selling points—is permitted to pass without appreciation.

In theory, at least, the greatest and most intelligent effort on the part of merchants is necessary, not when the world is rushing headlong for a particular article, but rather when it inclines in the other direction. It is not merely the difference between the bicycle catalogues of to-day and of yesterday that fairly put the theory to rout, but in the wastage of other selling "ammunition."

In the old days bicycle and tire manufacturers alike seized on every achievement to advance their interests—the big road race, the number of track races won, the records broken, the annual mileage records—all these and many other notable performances were heralded far and wide and loudly. To-day, however, many of these same tire makers and bicycle makers treat them with contemptuous silence, if not with scorn. They appear to care little, if anything, what men may do with their wares—that is, with their bicycle wares. Many of them, however, make also automobiles and automobile tires. With these productions it is a different story. With them, every achievement is blazoned in red fire and shouted from every housetop, figuratively speak-

ing. And yet, in popular fancy, automobiles are selling themselves. We all know that bicycles now require salesmen and selling intelligence to sell them. The difference in the salesmanship of the same people in the two industries is "passing strange." The term covers a multitude of sins, both of omission and commission.

Concerning Saddles.

Of all the multifarious "burning issues" over which discussion has waged in the history of cycling, no one has occasioned more disagreement or been productive of more radically differing "systems" than has the design and construction of the saddle. To-day a variety of patterns are still in existence, but most of the extreme types that once were so common have disappeared, and riders have bestowed their favor on some one of those remaining.

No part of the cycle has been more difficult to make suit all riders. Many of the latter are not and never were—we are almost tempted to add, never could be—satisfied with any yet turned out of a workshop. Others abominate some types while giving a guarded approval of the ones they use. A few are easily satisfied and declare that they find any of a number of forms acceptable.

There are some observers who ascribe the dissatisfaction and unrest concerning saddles to constant and violent changes and the absence of any approach to a standard. They point to British riders, who have stuck to one type of saddle since the days of the high wheel, and profess themselves as pleased with it now as they were twenty years ago. Such constancy we cannot lay claim to.

While saddles are no longer talked about by any great number of riders—following the general decadence of "talking point" discussion—there appears to be a growing demand for a saddle that will be both comfortable and durable; this comes from riders who formerly took any saddle that was offered to them and growled at it or said nothing, according to whether it pleased them or not. A considerable number of instruments of torture misnamed saddles survived from the period when everybody deemed it necessary to invent, make or use a saddle different from those used by most riders; and these are now passing away.

A year or two ago it seemed not unlikely that a return to the generously springed saddles as in everything else. Signs are not wanting that this tendency will be met more than half way next season, and that better

saddles and far more comfortable ones will be more generally the rule than for many years. It is one of those little things that are both gratifying and encouraging.

As to Mudguards.

There seems to be a slight increase in the number of machines fitted with mud guards. Most of them appear to have been fitted to machines in preparation for the fall and winter riding, by wheelmen who keep their cycles in commission the year round. Tradesmen and other riders who use their machines chiefly for business purposes form a large proportion of these mud-guarded cyclists.

It is interesting to note, too, what different practices are followed in thus protecting the machines and their riders. Some of the former have but one guard—that over the rear wheel. Others are fitted with both front and rear guards, and some of them have flaps of leather or other material attached to the lower end of one or both guards for the purpose of giving additional protection. With this provision, and if the rear guard is carried sufficiently far back over the wheel, one can ride through the slipperiest and slimy mud without much danger of being splattered with it. About the worst place is just back of the crankhanger, as there the mud is thrown against the mud guard and accumulates very rapidly.

It is a little odd that no one ever fits a mud guard to the chain. There was a time when a guard was considered indispensable, and nearly all machines were regularly fitted with it. A dozen years or more ago it was discarded, and has never even been considered. Perhaps the American dislike of anything approaching a gear case has something to do with this, for a considerable amount of mud is thrown on the uncovered chain when muddy roads are encountered.

About Oil Cans.

It is of very much less importance to carry an oil can now than it was when cycling was young and cycles were crude. Times have changed since makers deemed it necessary to admonish customers to "oil every time the cycle is used," as was done in more than one catalogue. Once or twice a month is enough for any bearing these days, while many are warranted to go without attention for months, and a few for an entire season.

Nevertheless, the oil can has not entirely outlived its usefulness. Some riders still carry them; a much larger number should do so. Perhaps more would if the average

oil can was not such a poor article, and finding an entirely satisfactory place in which to carry it not such a difficult matter.

There are good oil cans still to be had, as the continued existence of one brand that has long been almost a household word amply testifies; but the desire to save a few pennies often induces makers to equip machines with cans that leak almost from the first time oil is put in them; or, if they don't leak, the top becomes unscrewed and lets the oil run out and soak everything in the tool bag. This is bad enough; but far worse is the annoyance caused by the entire disappearance of the oil—a disappearance usually discovered only when it is desired to make urgent use of it.

But even with good oil cans there is a want for a better place to put them. Comparatively few riders carry tool bags, anyhow, and if they do they pack them with tools that knock against the oil can and test its weak points pretty thoroughly, to say nothing of keeping up a continual rattle and being a nuisance generally. Seat posts and even handle bars have been utilized, but without any marked success. The road shocks are so great that it is almost impossible to adequately protect the can, and it is almost equally difficult to so arrange matters that ready access to the can may be had. These difficulties could probably be gotten around if enough effort were given to the task. But when riders are too indifferent to complain, and ride without oil cans rather than endeavor to find improved ones, it is too much to expect any one to give much thought to the matter.

It is small wonder that Germany has forged ahead and is forging further ahead in the matter of bicycle exports. The prize offered by the Emperor for a long-distance competition between officers of his army—not common privates, mind you—supplies an interesting side light. They evidently accept the bicycle at its true value over there, and respect and encourage it accordingly. If it were possible to imagine any of their pot-bellied superiors encouraging such activity on the part of their subalterns it would be as easy to picture the frowns of the duck-trousered American youngsters who frowned on bicycles when "society" frowned.

This is the time of the year when oil congeals. It suggests to the motorecyclist the wisdom of carrying a pocket oil can filled with kerosene or gasolene to inject into his motor to render starting easy.

Sees Benefits of Cycling.

Although it was carried to the point of insanity by a certain class of its devotees, bicycling was one of the sanest fads that has obtained in this country in recent years, says the Louisville Times.

Bicycling in moderation afforded exercise that developed the muscles of the legs, the chest, the back, the arms and abdomen, inducing a healthful circulation of the blood and better digestion and promoting the general health. It was the sort of exercise that brain workers and others of sedentary occupations needed to combat dyspepsia, insomnia and the flabbiness of the muscles that depletes the vitality in early life and renders persons an easy prey to contagious or infectious diseases and epidemics.

Because it offered a means of transportation as well as an opportunity for recreation and exercise, bicycling appealed to thousands of persons who do not have time for tennis, golf or other outdoor games. If there was anything less sane than the extremes of wheelmania, to which some persons went, it was the dropping of the sport just as the manufacturers had perfected bicycles and just as competition had reduced prices from the fancy figures which obtained when the sport was at its zenith.

There has been prophecy in some quarters of a renaissance of bicycling. Whether this has come from manufacturers, anxious to boom sales, it is difficult to determine, but the cheapness of wheels, coupled with the good roads sentiment, which was engendered by wheelmen and which has outlasted wheeling, should tend to popularize the sport again.

Will Try it on Nat Butler.

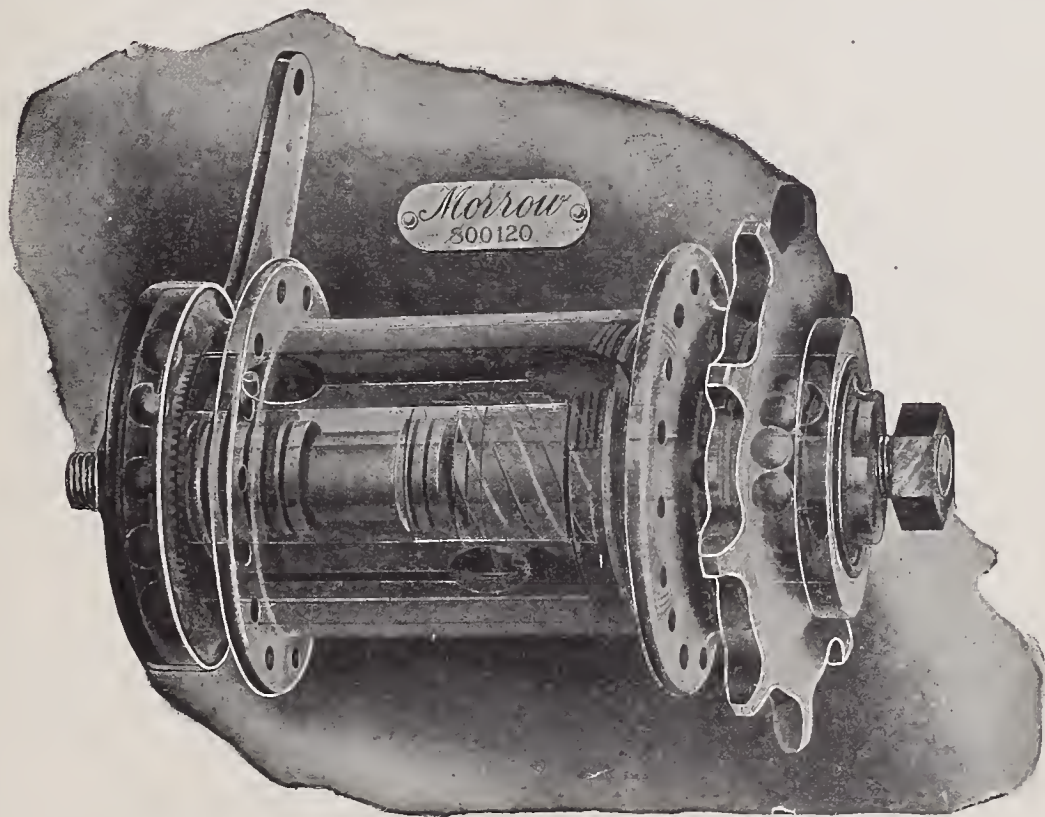
Nat Butler, the veteran racing cyclist, has been selected as the subject for the interesting scientific experiment by Professor W. O. Atwater, of Wesleyan University. After the six-day team race in Madison Square Garden, in December, Butler will enter the famous Atwater respiration calorimeter for a series of experiments. He will remain in the calorimeter for ten or twelve days, riding a bicycle on a home trainer for eight hours each day, eating certain foods during the time. The experiment will be made to determine the nutritive value of food for men undergoing the strain of bicycle riding. The tests will be started as soon as Butler has recovered from the strain of the long grind.

Bavaria's Big, Useful Organization.

The Association for the Protection of the Interests of Bavarian Cyclists and Motorists now consists of 476 clubs. It is very active in having signposts erected and bad roads improved, and has itself had constructed 30 kilometres of cycle paths.

The first wire spokes used in a bicycle wheel were constructed of flat brass. One concern, in the early days of the high wheel, used hollow spokes. The handlebar was at one time termed the rudder.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.

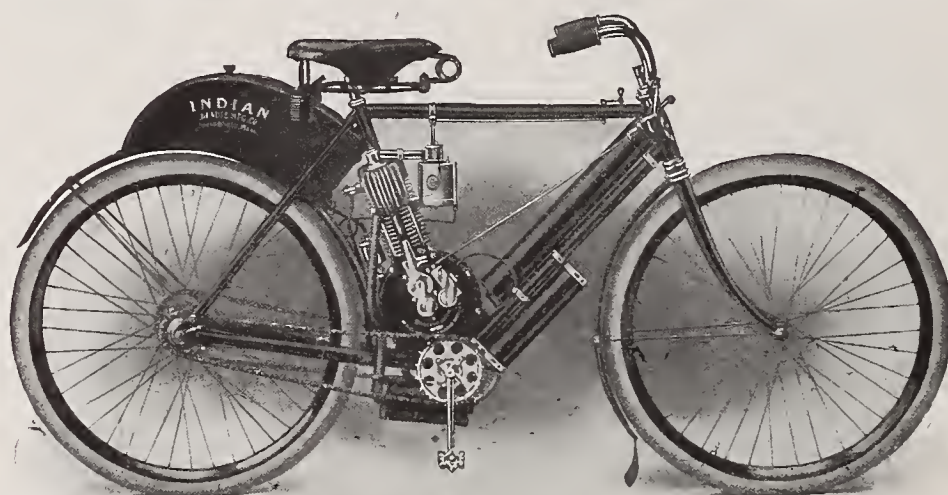
As was to have been expected,

THE ST. LOUIS EXPOSITION ENRICHED THE INDIAN'S COLLECTION OF **GOLD MEDALS.**

It was positively the only American motor bicycle to receive an award of any kind,
and it was the

HIGHEST POSSIBLE HONOR IN ITS CLASS.

(The next award, a silver medal, was bestowed on a foreign machine.)



And of course you all know that

The INDIAN Won the Only GOLD Medal
in the

1903 ENDURANCE CONTEST,
1904 “ “
1904 HILL CLIMBING CONTEST.

In 1902, when more than one gold medal was given in the Endurance Contest, the INDIAN won three of them.

As has been so often remarked: How can any THINKING man—whether rider or dealer—choose other than an INDIAN?

HENDEE MFG. CO., - **Springfield, Mass.**

Pacific Coast Representatives, **THE BRUNETTE COMPANY**, 491 Mission St., San Francisco, Cal.

REPULSED THE ENEMY

An Incident in Military Manoeuvring That Shows Advantages of the Bicycle.

Although the fact is not generally known, the Italian army claims to possess the best equipped and best trained bicycle service in Europe, which is equivalent to saying the best in the world, the American army having dropped bicycles as soon as "safety" dropped them. The Italians are constantly putting their cycling soldiers to new uses, and early this month subjected them to an original experiment on the Lake of Garda.

A steamer having on board a general, his staff and a company of infantry, two naphtha launches and two landing barges, made up the naval forces, their object being to land troops at some indefinite point between Desenzano and Salo, a distance of fifteen miles.

A company of cycling soldiers, assisted by volunteer members of the Andax Bicycle Club, of Brescia, from which some of the best riders had been selected, made up in all a hundred and sixty expert riders. They were armed with rifles and were divided into four platoons, each taking a position at a given distance along the road, their object being to patrol the shore and prevent the landing of the enemy.

The shore between Desenzano and Salo curves inland, forming a semicircle, or rather a broad bay; the road which leads along the shore varies, from a quarter to two and a half and three miles from the lake. It is in some places quite steep and in others so narrow that it will not allow of more than two or three riders abreast.

Five or six men were detailed from each platoon and placed in such positions that the movements of the steamer could be watched and any attempt of the enemy to land would be at once made known and the alarm given along the line.

At 7 o'clock the steamer left the wharf, the shore parties having already taken up their allotted positions.

When the steamer arrived at a point called San Felice, in order to deceive the shore party, the troops were embarked on the landing barges; but when within a short distance of the shore a signal from the steamer called them back, and when aboard it started at full speed for Desenzano.

Now came the test to prove the ability of the riders. To arrive in Desenzano in time and take up a position of defence would require the hardest kind of riding. The home stretch presented all the aspects of an exciting race. The road was lined on both sides by excited bicyclists and officers, who cheered the riders as they passed. Of the 160 riders, seventy-eight arrived in time, which proved the complete success of the experiment.

In giving his opinion of the manoeuvres one of the officers engaged said:

"The experiment turned out better than we anticipated, the object being to prevent the landing of scouting parties, whose duties would be to reconnoitre and destroy railway and telegraphic communications. To prevent this the bicycle would be very serviceable, as the experiment has proved.

"On the other hand, to oppose the landing of a large number of troops, the bicycle would be of little use, as the transports would be accompanied by armed cruisers, which would shell the shore while the troops were landing, driving the enemy away.

"Troops of bicyclists stationed along the coast and at the mouth of rivers could greatly aid in preventing the landing of scouting parties, and at the same time give warning of the approach of large numbers of the enemy."

How English Motorcyclists Suffer.

In England, where the motorcyclists have some troubles of their own, the registration and numbering law is enforced to the very letter, as was evidenced by two recent court cases.

In the first instance the rider was let off cheaply by paying the cost of the court for permitting the tails of his coat to obscure his number. The other culprit was fined a round sum for committing the same offence, not with his coat, but by carrying a parcel so that it partly obscured the precious number.

In still another case, the Stipendiary Magistrate of Leeds acquitted a prisoner who had been charged with riding a motorcycle without a number. The rider proved that his machine had gone wrong and that at the time of his arrest he was pedalling it. Accordingly, the court held that under such conditions it must be regarded as an ordinary bicycle and respected as such.

FORT DODGES'S GHOST

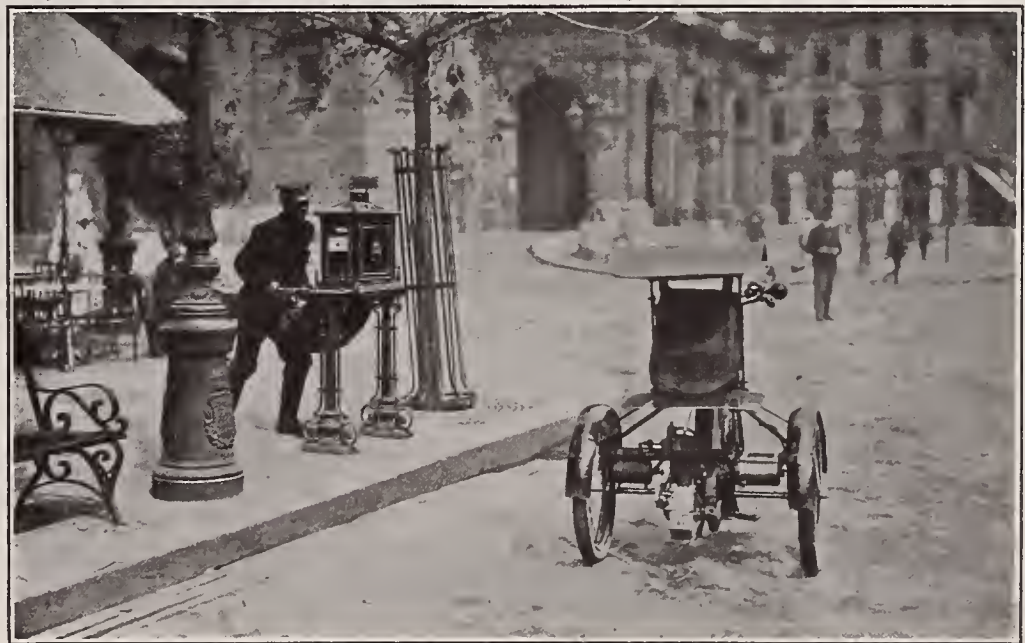
Rode a Bicycle and But for Man's "Bravery" City Would be Still Shuddering.

Fort Dodge, Iowa, had, until last week, a mystery. A ghost bicycle rider had seen fit to select the streets of the town for periodical and nocturnal rides at top speed. Garbed entirely in white and mounted on a "shining new wheel," "it" had perambulated up and down at "its" own sweet will, to the complete mystification of eyewitnesses.

Had it not been for the bravery of two "venturesome young men" the mystery would in all probability still remain unpenetrated. They determined to do the penetrating at whatever cost to themselves. So one night they also took their wheels and waited on the avenue for the "bicycle ghost." All at once came a flash of white, a momentary exposure of small, white feet on the flying pedals, and "it" was by. In an instant the young men were in full pursuit. They were soon alongside the white figure. It was not a ghost at all, but a young girl with whom both were well acquainted. She sat with a stony glare watching the street ahead and did not notice the pursuers.

When within a block of her home the young lady's wheel struck a stone and she fell in a heap. There was a frightened scream as she went down, and as the young men picked her up there was a louder scream. Then she fainted. She was carried to her home, where she soon revived, and the mystery was explained. The girl was a confirmed somnambulist, but instead of walking in her sleep, had taken to riding a new wheel which had been purchased for her a few weeks ago.

MOTOR TRICYCLES FOR MAIL COLLECTION.



Budapest is the first city in the world to adopt motorcycles for use in the postal service. Motor tricycles, as shown by the illus-

tration, are employed, chiefly in the collection of mail matter. They are fitted with the platform, as shown, to hold the collectors' bag.

McCrea Wins With 51 Points.

J. Nash McCrea won both of the events which wound up the racing season at Springfield, Ill., on October 21. A road race had been scheduled, but a quarter-mile handicap was substituted on account of the bad condition of the roads, the events being held on the track at the fair grounds. In the quarter-mile handicap McCrea won from scratch in 0:32. The prizes that had been intended for the road race were awarded to the winners in this contest, and McCrea won a pair of Continental tires and also a gold ring which had been put up for the time prize. The other place prizes were Thor coaster brake, Persons saddle and a dozen photographs.

The mile handicap also went to McCrea from the scratch mark in 2:46, a strong wind preventing faster riding. The first prize was a gold medal. There had been a match race arranged between McCrea and J. M. Roosa, of Astoria, but the latter did not put in an appearance. The Racycle racer, which had been offered for the rider making the most points in the season's racing, was awarded to McCrea, his score being 51 points. The scores of the other riders are as follows: Thomas Selders, Bloomington, 20; Severin P. Langhoff, Peoria, 11; William Watson, Kankakee, 4; William Kerin, 4; William Rawlings, 4; Mark McCrea, 4, and Harvey Johnson, 1, the four latter being from Springfield.

The racing has been very successful this year, and next season it is planned to form a circuit of half a dozen cities and run race meets every other week in each place. The events will be for the championship of Central Illinois, and many riders have agreed to follow the circuit. Summaries:

Quarter-mile handicap—Won by J. Nash McCrea, Springfield (scratch); William Kerin, Springfield (20 yards), second; William Watson, Kankakee (15 yards), third; Mark McCrea, Springfield (10 yards), fourth. Time, 0:32.

One-mile handicap—Won by J. Nash McCrea, Springfield (scratch); William Watson, Kankakee (200 yards), second; William Kerin, Springfield, (250 yards), third; Mark McCrea, Springfield (225 yards), fourth. Time, 2:46.

Will Tour to California.

Fred Thorpe and H. C. Shafer, two cyclists of Pontiac, Mich., have arranged for a tour to California and return, it is reported. On the way out they will make a stop at St. Louis and take in the exposition. The whole tour will occupy about a year, and the return trip will be by way of the Northwestern States next summer.

Centurions Seek Six-Day Grinders.

The Century Road Club Association, though an organization of amateurs, has always had a team representing it in the annual six-day race at Madison Square Garden. They will have a team this year, but up to the present time have not selected the men who will wear their colors.

Permitted a Woman to Compete.

For the first time in the history of the sport, a woman was allowed to compete in a fifty-mile road race by that heretofore reputable organization, the Century Road Club of America. Women have been welcomed in century and half-century runs ever since they began riding, but their presence in an actual contest was unknown until last Sunday, when Miss Madeline Bayard, of New York City, competed in a fifty-mile road race at Valley Stream, L. I., receiving a handicap of 25 minutes.

Charles Mock, scratch, won the first time prize in three hours flat. G. Olsen, who had 20 minutes handicap, was the first man to finish, his time being 3 hours, 20 minutes.



"HAIR SPLITTING SPEED."

N. Y. A. C. Creating Cycling Interest.

The New York Athletic Club will hold its annual fifteen mile handicap road race for the historic and time-honored Citizens' Cup Election Day, November 8, the start to be made from Travers Island.

In accordance with a resolution of the board of governors of the club, passed last December, the race is restricted to resident members of the club, entries not being received from junior or athletic members. The club committee is doing its utmost to bring out a big entry list, and reviving interest in this competition, which in former years was an important bicycle event in the club.

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The Much-Postponed Field Day.

After four postponements, the Century Road Club of America plans to hold its annual field day to-morrow at Valley Stream, Long Island, at Smith's track. The bicycle events include one, two and five mile races. Charles Mock, one of the best of the amateur road riders, will compete in all of the contests. Joseph Kopsky, Mock's closest rival, will also compete, as will M. J. Eustace, Fred Mommer, Henry Veit, John McWilliams, Harry Hall, Oscar Lenz and John Mulholland. The New Jersey division will send a team of riders to enter the races, headed by Harry Early.

French Has-Been Now Here.

George Caillois, the French automobile racing man now in this country with Leon Thery, winner of the James Gordon Bennett Cup this year, was formerly one of the best known European sprinters. He did most of his racing in 1893 and 1894, and competed against Zimmerman, Wheeler and George A. Banker when the trio of Americans were abroad. Though now in the employ of an automobile firm, he keeps a bicycle in commission and often uses it for pleasure riding.

Emperor Favors a Racing Man.

Walter Rutt, the best of the German sprinters, was reported to have deserted his country to escape serving his term in the Prussian army. He should have entered the army this month, and had asked the military authorities of his district to give him another year before entering upon his duties. They had refused his request, but his father appealed to the Emperor, who granted the extension of time asked for. Rutt is now to race in Australia this winter.

Martin Beats a Big Field.

Sixteen riders competed in the five-mile motorcycle race which was run in connection with the automobile races at St. Louis last Sunday. It was won by E. F. Martin, with a 1¾ horsepower Racycle, who beat out T. Bahnsen, who drove a 1¾ horsepower Indian. Eli Silverberg, 1¾ horsepower Rambler, finished third. The time for the five miles was eight minutes.

Stamsen Goes a Fast Five.

Paul Stamsen, of Muskegon, Mich., rode a five-mile exhibition on a Mitchell motorcycle at the automobile race meet held at Comstock Park, in Grand Rapids, on Oct. 18. Stamsen's time for the distance was 6:37 2-5. His best previous record for the distance had been 6:52, made in a race at Milwaukee last summer.

Haywards Stops Road Racing.

Haywards, Cal., which for many years has been a centre of road racing interest on the Pacific Coast, has passed an ordinance prohibiting speed contests on the road; the law also calls for the use of lamps and bells.

ENCOURAGING SMALL MOTORS

French Trials Result in Good Work—Anzani Wins; Yourassoﬀ Away Behind.

The annual "Tiers de Litre" motor bicycle trials began on the Parc des Princes track, in Paris, on Wednesday, October 5, and proved of greater interest and magnitude than ever before.

As the name indicates, the trials are restricted to vehicles of a cylinder capacity not exceeding one-third of a litre, which practically confines it to machines averaging 2 horsepower. All the well known French firms had entered one or more of their bicycles. Belgium also was adequately represented by a team. The trials were divided into several heats of 100 kilometres each, extending over five days. Reliability of running at a high speed is the principle which governs the competition. The rules allow the same machine to be ridden by more than one rider, and the same rider to ride a different machine in each heat. For the Reliability Cup not more than three machines can be entered by one firm. The two winning machines in each heat are eligible to compete in the final—which is also over a distance of 100 kilometres (62 miles).

On Wednesday, the first day, heats one and two were run off, honors being divided between the Alcyon, Peugeot and Griffon machines. In the first heat Anzani (Alcyon) won, doing a record of 1:17:37 4-5 for the 100 kilometres; Lanfranchi (Peugeot) was second, two minutes behind. Thomas, on a chain driven Magali, was leading for three-quarters of the way, but his machine broke down at the seventy-second kilometre. In the second heat Champoiseau, on a Griffon, beat Griet (Alcyon) by one minute in 1:22:39 3-5. Thursday's heats (Nos. 3 and 4) resulted in a triumph for the chain driven Magali machine and an additional victory for the Peugeot. In heat No. 3 Bac (Magali) was first, in 1:17:49 1-5, with Hibon (Lurquin & Coudert), second. Heat No. 4 fell to Cissac (Peugeot) in 1:26:12 1-5; Meline (Stimula-Vandale) being second.

The fifth heat (Friday morning) was the occasion of a fine struggle between Giorgis, riding a Buchet, and Collomb, who steered a Magali, Giorgis winning in 1:23:30. In the sixth heat an accident, which at one time looked serious, put out of the race both the leaders, Devilly and Lurquin. Luckily neither was very much hurt, but their mounts were entirely wrecked, and this gave Moreau, on a Griffon, and Cissac, on a Peugeot, an unexpected chance of qualifying. Winner's time, 1:30:34.

The final heat was run off on Sunday, the result being a win for the Alcyon machine ridden by Anzani, who covered the 100 kilometres (62 miles) in 1:18:37, the rest arriving as follows: Buchet (Giorgis), 3 laps behind; Stimula (Meline), 10 laps behind; Alcyon (Griet), 12 laps behind; Peugeot (Cissac), 13

laps behind; Griffon (Champoiseau), 13½ laps behind; Magali (Bac), 15 laps behind; Magali (Collomb), 21 laps behind; Lurquin (Hibon), 24 laps behind; Peugeot (Lanfranchi), 25 laps behind; Griffon (Moreau), 26 laps behind, and Peugeot (Yourassoﬀ), 27 laps behind.

Food and Drink on Long Runs.

"In my century and mileage riding I have made two discoveries," says H. H. Wheeler, the well known California century "grinder." "One is that the supposed necessity for three hearty meals a day when doing severe muscular work is not a necessity, more likely a hindrance. Riding a century every few days is no play—although it seems little effort to some of us—for by consulting the tables on the mechanical efficiency of bicycles it will be learned that I am exerting an enormous amount of energy as expressed in foot-pounds—especially riding out of doors, with poor roads, hills, and head winds to contend against. Nevertheless, I was never in more uniformly good health. I have not lost weight, and, as far as I know, not injured myself in the least. The second discovery is that plain water is a perfectly satisfying drink on long runs. I used to think I could not get along without kumis, unfermented grape juice and other drinks; but this year, riding more and harder than ever (I'm fifty years of age), I have found 'cold water's the drink for me.'"

Tall Task for German Officers.

A long distance cycle run has been arranged for officers of the German army, and the Emperor has offered a valuable prize for the best performance. The total distance is 750 kilometres (about 470 miles), and these have to be covered in four days, the first day, 210; the second, 140, the third, 214, and the fourth, 187 kilometres. Owing to the manoeuvres only ten officers are enabled to return to Berlin in time for the start, and after the exhaustion of the manoeuvres the trial is a very severe one, especially as the officers have to ride in uniform, with military cap and ordinary officers' equipment.

Cyclists to Collect Election Returns.

Bicyclists are to be used by George D. Emerson, Commissioner of Elections at Buffalo, N. Y., to bring in the election returns from the different voting booths on Election Day. The riders, 108 in number, are to be selected from the members of the Ramblers' Bicycle Club. One will be stationed at each booth, and as soon as the votes are counted he will be sent to the City Hall with the result.

Heavy Sentence for Cycle Stealing.

Judge Kimball, of the police court in Washington, D. C., has determined to do all in his power to stop the wholesale stealing of bicycles. Last week, when Stanley Duill, a negro, was convicted of stealing a bicycle, Judge Kimball imposed a fine of \$100 or 364 days in jail.

BY LIGHT OF THE MOON

Springfield Motorcyclists Indulge in Long Run That Suggests Old Time Enthusiasm.

The Springfield Motorcycle Club is "feeling its oats." And because on Sunday last six members of the club participated in a run which certainly is far out of the common and which the club itself believes to be without precedent. The six were President F. E. Eldred, Captain George N. Holden, Dr. A. L. Brackett, Will Goodman, Oscar Hedstrom and George M. Hendee.

Taking advantage of the bright moon and mild weather, they left Springfield at 11 o'clock on Saturday night for Boston, purely for "the fun of the thing" and with no idea of making fast time. Despite the stretch of sand between Springfield and West Warren, they reached Worcester at 4 o'clock on Sunday morning. The moon having set, they tarried there for about an hour and a half, or until day broke, and then rode into Boston at 8:30 o'clock. After breakfast there and a rest of about an hour and a half they retraced their route, reaching Springfield at 5 o'clock in the afternoon. The distance covered was 210 miles.

All of the riders were mounted on Indian motor bicycles, and made the journey without a hitch or skip. The only damage sustained was a pedal broken by coming in contact with a projecting rock, and one puncture.

The club plumes itself not only on the length of the run, which was probably the longest ever taken by an organization, but on the fact that every man who started finished in good condition and with his machine in perfect order.

The club expects to make its last formal run of the season on Sunday next. Middletown, Conn., will be the destination. It is expected that one of the largest, if not the largest, turnout of the year will be in attendance, the Hendee Mfg. Co. having invited the club to be their guests at dinner in Middletown.

Scratch Man Finishes in Front.

The New Century Wheelmen of San Francisco, Cal., held their last road race of the season on October 20. It was a five-mile contest between San Leandro and Fruitvale, and twenty riders competed. C. Johnson, one of the scratch men, captured both time and place honors, covering the course in 10:59. The following riders finished in the order named: H. Sheler, A. Tillman, J. Wilbert, O. Birdsall, O. Petersen, A. Bush, T. Taggart and W. Clayton.

Quebec Canuck Wins at Montreal.

Edmund Laliberte, of Quebec, easily won the two-mile motorcycle race which was run in connection with an automobile race meet at Delorimer Park, at Montreal Canada, on October 15. The distance was two miles, and the time 3:58.

CHEAP BICYCLES

Relative Merits of the Low Priced and High Grade Machines Contrasted.

The cheap bicycle has always been with us, and always will be, in all probability, for the term is merely comparative. But its significance to-day is changing somewhat, says the Scottish Cyclist. Thanks to the gradual decline in cost of raw material, of tires, and of all the various items of fitting, tools, plant and machinery, the cost of which has now been largely written down in balance sheets and does not now constitute such a heavy dead charge; to readjustments of capital, etc., the cost of a bicycle to the manufacturer to-day is not so great as it was even a year or two ago. To that extent it has naturally cheapened, for the law of supply and demand is as inexorable in its operation in the cycle as in all other trades, and to that extent the high and low grade are drawn together. Everything in connection with the cycle has progressed to an extent which has effected a silent revolution in its construction.

Good material is now so cheap that it does not pay to use any other when a trading reputation is on the scale, therefore the purchaser of a cheap edition of some famous transfer gets in every respect as reliable and soundly constructed a machine as he who purchases the edition de luxe, yet he saves nothing by his economy if he regards the investment aright. In every commercial transaction, whether it be the selling of a cheap bicycle or a newspaper or a suit of clothes, a hat or a motor car, there is nothing given away. Each is worth its price, and that worth is fixed by its cost and the competition under which it is marketed. The cheap bicycle is a sound investment if it car-

ries a sound reputation, but the high grade is a sounder one for the man who can afford its price. Like the high grade hat or overcoat, or boots or motor car, the increase in price is compensated for by something which is often as necessary to the purchaser as is the article itself.

The high grade bicycle is almost as superior for cycling purposes to the low grade as the half-bred hunter is to the cab horse for a gallop across country. The difference arises in the time and labor spent on the machine and the money represented by its equipment. The material may be identical, yet the high grade, by reason of its lighter construction, has demanded more careful handling, sometimes more skillful in every stage of manufacture from the brazing of the frame down to the gold lining and nickel plating. It is a sounder investment for cycling purposes, simply because the skill and time so spent go directly into the rider's effort or comfort or appearance. It is lighter, therefore travels more easily when the pinch comes—i. e., uphill. It has the best tires on its wheels, the best saddle, the best brakes. Its rider pays a few pounds more at the start, and gets rich profit all the time he is cycling, and when he comes to dispose of the machine he will sell it much more readily, and obtain a proportionately higher price, than will the vendor of a cheap bicycle. Indeed, it is more than probable, that in the near future second-hand cheap bicycles will be such a drug on the market as to be unsaleable; certainly no cycle dealer will think of making allowance in respect to one as against a new machine.

All these matters should be considered by the cyclist when debating what his mount should be and what he shall pay for it. They constitute the whole trading difference between the cheap and the high grade bicycle which emanate from the same factory. For other differences the rider will exercise his own judgment now as he has probably always done.

ABOUT BRAKES

Rider Who Uses Two Different Kinds Discusses the Advantages of Each.

"Although a hand brake is perhaps superfluous on a machine fitted with a coaster brake, still I would not like to be without it," remarked a rider whose machine was encumbered with a lot of fittings that gave it a decidedly "English" appearance. "Before the advent of the coaster brake I always back-pedalled, because I never had the opportunity of finding out how much labor a brake saved, and if a hill was too steep for this I walked. When I gave the coaster brake a trial I was greatly fascinated with the speed at which it was possible to descend hills within the bounds of safety, but still I did not dare to come down many as fast as I would like to, besides, it became tiresome on a long hill to maintain an even pressure on the pedal, notwithstanding that I can skid the rear wheel with but little difficulty.

"The hand brake stops the machine much more gradually and is very effective. I can stop within very short distance with my two brakes, and so can let the machine keep its speed in places where others have to slow up, if they would be prepared for any emergency. That I do not carry the extra weight for nothing is shown whenever I come to long, very steep hills in company with other riders. I can almost invariably slide away from them in great shape.

"An impression prevails with nearly every one who comments on my machine—and there are many—that a hand brake is very hard on the tire; but this has not been my experience. For the past two seasons I have used my hand brake, which is rubber shoe, altogether, using the hub brake only on an extremely steep hill or in case a sudden stop is necessary; and, although I live in a region of hills, I have never noticed any effect on the tire, and have only replaced the rubber brake shoe once, which was only a few weeks ago. Of course, when the road is wet or muddy I use the hub brake, but one does not care to ride fast on wet roads, and there is little need of much braking power.



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MOTOR BICYCLE'S FUTURE

Temperate and Logical Discussion of the Matter—Vital Influence of Weight.

The conviction is gaining ground slowly, but surely, that no matter how experts regard the problem, the commercial future of the motor bicycle depends on the ability and willingness of the trade to supply the public with a reasonably light machine—one probably little more than half the weight which is regarded by many riders of experience as one necessary for reliability and efficiency, says the *Bicycling News*.

There is no use in blinking at the fact that, at the moment, the motoreycle maker has not seriously accepted the invitation to abandon the heavy weight construction; and there is, on the other hand, no good end to be saved by refraining from putting the situation involved clearly before the trade. We admit, or perhaps it would be better to say that we accept, the assertion that the weight of past experience is against the light motor bicycle. But it is equally certain that if motoreycling is to ever become the pastime of the many, some radical alteration must be effected in motor bicycle construction. Some people affect to consider that side slip is the great bugbear to motoring enthusiasm, and others think that expense is its drawback, but while granting that there may be, and probably is, something in each contention, it seems tolerably clear that the crux of the situation lies in the weight, now considered necessary to enable a single speeded motor bicycle to carry an ordinary rider over an ordinary country, without probability of trouble or mishap.

We have reached a point in the evolution of the motor bicycle which had a parallel in the construction of the ordinary bicycle some fourteen years ago. Then a full roadster pneumatic tired bicycle was tolerably close to fifty pounds in weight; to-day one can, by paying for the luxury, have one scaling about half that amount. The demand then made for a less cumbersome mount was met by the same objection as is to-day laid against the proposal to produce a seventy to eighty pound motor bicycle; and we have no doubt that if the present proposal is so clearly insisted upon as it was then history will repeat itself in this as in other matters.

The public have always seemed to have had a more just appreciation for the ability of the trade in this particular than the trade itself, and when it has showed that the reward to be obtained from meeting its demands was worth striving for the result was never in doubt.

If the English motor bicycle trade could convince itself that all that is necessary to secure the long desired and expected boom is a 70 or 80 pound motor bicycle, we feel convinced that reliable machines of that

weight would be forthcoming. To make the reduction in one violent step might scarcely be wise and beneficial for the trade or the motoreycling public, were it not that there seems no halfway house. The difference between the 100 or 110 pound bicycle and the 140-pounder is simply that the latter is more powerful—probably more efficient; both are cumbersome. The 80 or 85 pound bicycle would only be handy by comparison, it is true, but that is enough to turn the scale of popular opinion. And there is no real reason why the 80 pound machine should be less efficient than one of 120 or 130 pounds. At the former figure, a standard $2\frac{1}{2}$ -horsepower engine could be adopted and $2\frac{1}{4}$ -inch tires, and this saving in weight would quite counterbalance any reduction in power from the heavier standard at the very time when the pinch comes to all motoreyclists, i. e., uphill. Any-

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body who has driven an under-powered or overloaded car will know that, while the extra weight or comparative lack of engine power does not seem to make any appreciable difference on the level, or when the going is easy, it becomes quite acute in its effects when a steep hill has to be climbed. The shedding of a passenger at such a time often makes a tremendous difference in the behavior of the car, and suggests that a $2\frac{1}{2}$ -horsepower engine on an 80 or 85 pound motor bicycle would probably give driving results equal to that obtainable from a 3-horsepower engine on a 130 pound machine.

As we have said, the conviction that a lighter construction is vitally necessary to future prosperity is gaining ground with the trade, and we think that the forthcoming Stanley show will emphasize that fact. The motoreycle races, with a weight limit of 114 pounds, is a step towards the goal, but it is not nearly so effective or evident as the French limit of 110 pounds. For one thing, the evidence of a road test is more conclusive than that of a road path; and for an-

other, it was shown that it is possible to provide at 110 pounds power considerably in excess of what is necessary to cycle for pleasure. It is admitted that the weighty and overpowered cycle grew out of the experience that when one's engine is sick or off color the extra power falls away so rapidly that a heavy proportion is lost. Improved construction has considerably ameliorated that condition, and it will have to be relied upon to make the 80-pounder of the future as efficient as the 140-pounder of the present.

It may be that even when we get an ideal light-weight motor bicycle, the public will not hitch on as anticipated—we are simply guessing in this, as our inclinations guide us. If that should prove to be the case, then the motor bicycle as a type must eventually disappear. But until the venture has been fairly and fully tried, the problem cannot be said to have been exhaustively treated. So much capital has been embarked in the motoreycle trade that would be lost if the bicycle as a type was abandoned, that wisdom would counsel the experiment. But it is imperative that it shall be in proper hands, or the issue may be distorted and anticipations probably falsified.

To Repair a Broken Pipe.

A metal pipe, if broken off, can be temporarily repaired by connecting the broken ends with rubber tubing or hose of the right size and binding the ends tightly with wire or twine. A mere leak may be stopped with tape, if small, or with a piece of patching rubber held down by tape, if larger. In making use of rubber cement, patching rubber, tire tape, rubber tubing or anything made of or containing rubber in any form, bear in mind that rubber is soluble in gasoline and will not hold it long.

Odd Sequel of Small Puncture.

To inject cement into a single tube tire having a very small puncture, it is a good policy not to have the tire inflated too hard, as was forcibly impressed on a rider who was recently seen making a repair. Having located his puncture, a very small one, by inflating his tire to a high pressure, he at once inserted the nozzle of a nice new tube of cement. Immediately there was a pop, hiss and a startled wheelman. The pressure had unfolded the collapsible tube and sent its contents squarely into his face.

The Weights of Tires.

It is only racing men who pay attention to the weight of tires nowadays, and even they are more exercised over the resiliency than the weight. It is not so very many years since a tire weighing under a dozen ounces or a pound and a half per pair was a rarity. A make of tire that is very popular with present-day racing men weighs only five ounces, or ten ounces to the pair.

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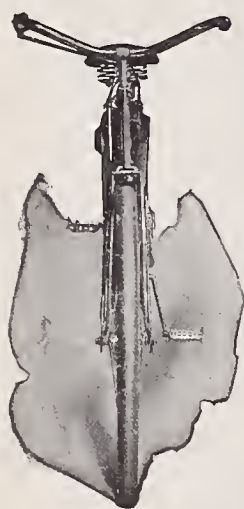
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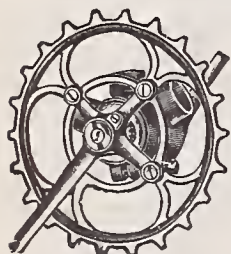
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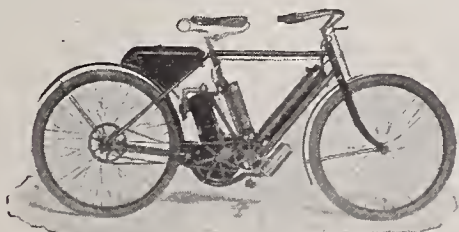
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CATALOGUE.Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.**The Week's Patents.**

771,332. Induction coil. John Splitdorf, New York, N. Y. Filed February 23, 1904. Serial No. 194,794. (No model.)

Claim.—1. An auxiliary condenser for spark coils, the opposite terminals of said condenser being, respectively, connected in the primary circuit at opposite sides of the engine make-and-break device.

772,595. Frame for motor bicycles. Edward Y. White, San Antonio, Tex. Filed March 5, 1904. Serial No. 196,751. (No model.)

Claim.—1. A frame for motor bicycles having a substantially vertical spine, the engine rigid therewith, a front frame member hinged to the base of the spine and connected to the front wheel fork, and a rear frame member hinged to the engine casing and supporting the rear axle.

772,758. Double tube tire. Frederick F. Thomson, Lawton, Ohio. Filed July 23, 1904. Serial No. 217,795. (No model.)

Claim.—1. A double tube tire, comprising an inner tube with valve nipple and an outer tube having a longitudinal slit in its inner face and a valve hole placed beyond the end of the slit and surrounded by an uncut ring of the outer tube material substantially as described.

"PERFECT"**OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



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Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, November 5, 1904.

No. 6

REMPPIIS ON READINGS

Returns from Coast With Good Reports and Drops Hints About His 1905 Line.

Fresh from a trip to the Pacific Coast and wearing the same old smile, W. F. Remppis, president of the Reading Standard Cycle Mfg. Co., dropped into New York on Monday of this week. His visit to the West was chiefly one of pleasure, but he contrived to put in some good business strokes between times.

He renewed the contract for representation on the Pacific Coast with the Brunette Company, who, he stated, had this season done 30 per cent more business with Reading Standards than either party to the arrangement had anticipated.

"And more than half the wheels they sold were high grades, too," he added. "I told them that I did not care whether they sold a single cheap wheel next year. I think the line is now very distinctly drawn, and the man who markets high grades must leave the cheap stuff to those who make a specialty of it."

Concerning the Reading Standard line for next year, Mr. Remppis made it plain that there has been no stagnation of cycling ingenuity in Reading. There will be four new Reading Standards for the 1905 trade—in fact, they are practically ready at this time. One of the models will incorporate a spring fork, and the new Standard two speed coaster brake. The other three will embody a number of changes and improvements which, if not radical, will be none the less perceptible and advantageous.

Mr. Remppis also stated that, due to the splendid satisfaction it had given this season, he intended to push even more energetically than this year the Thorobred motor bicycle. He had hoped to see a substantial reduction in prices for 1905, and, like many others, he was much disappointed at the decision of the makers of the Thor fittings to lop off only \$10.

November 18 is the date on which the Stanley show opens. This year, for the first time, it is the only big British show that will be held.

Company Takes Over Geer's Business.

The business of the late Harry R. Geer, of St. Louis, has been taken over by the Henry R. Geer Co., in which Mrs. Geer is largely interested. The business will be continued at the old stand, 1,017 Olive street.

The printed statement that the Geer estate amounted to but \$2,189.97, the Geer company says has given rise to some misconception. They explain that this amount was obtained at private sale rendered necessary in the settling of the estate through the Probate Court. The amount of bills against Geer's personal amounted to the sum stated, and to cover them it was sold to interested parties at that price, thus creating sufficient funds to pay all indebtedness. The price, however, in no way represents the value of the stock, patterns, fixtures, etc., which, at the inventory taken shortly after the death of Mr. Geer, invoiced close to \$9,000 in stock alone.

Fisk Opens Four More Branches.

Following the establishment of Western sales offices at Chicago and of one on the Pacific Coast at San Francisco, the Fisk Rubber Co. has still further extended its policy of directly caring for its trade by setting up branches in Los Angeles, Cal.; St. Louis, Mo.; Atlanta, Ga., and Cleveland, Ohio.

The Los Angeles branch will be under the wing of the 'Frisco house; St. Louis, Mo., and Cleveland, Ohio, will report to Chicago, while Atlanta, Ga., will report direct to the main office at Chicopee Falls.

Thor Sets Price at \$200.

Expectations that the price of the Thor motor and fittings would be reduced sufficiently to permit a substantial reduction in the list of that type of motor bicycle have proved vain. The makers of the Thor productions, the Aurora Automatic Machinery Co., has fixed the 1905 retail price of the completed bicycle at \$200, as against the prevailing \$210. The new figure, however, includes the Thor compensating sprocket, which hitherto has constituted an "extra" at \$5.

G & J Enlarging Again.

The G & J Tire Co. are adding a three story brick building to their plant at Georgia and Liberty streets, Indianapolis; it will give them about 15,000 feet additional floor space.

RIPPER A FORGER

His Partner Says he Confessed on Bended Knee and Explains His Methods.

That Victor E. Ripper, the former Buffalo (N. Y.) price cutting cycle dealer, who is now a fugitive from justice, was a self-confessed forger was directly charged last week by the missing man's partner. Light on the astonishing methods employed by Ripper to hoodwink his partner and creditors was thrown by the testimony at the hearing into the affairs of the Electric City Cycle Works, which took place before Referee W. H. Hotchkiss in the Bankruptcy Court.

Ripper's partner is Albert A. Fenyvessy, manager of the Erie County Loan Co., and the largest individual creditor of the bankrupt, having a claim for \$8,485. He was examined in regard to his business affairs with Victor E. Ripper, president, treasurer and manager of the cycle works. Eugene Warner, attorney for Trustee Henry Gibbons, asked Fenyvessy a number of questions the answers to which disclosed many of the fraudulent business transactions for which Ripper is responsible.

Fenyvessy said that last August he first discovered Ripper was crooked and had been forging countless notes. Ripper, when cornered, confessed to Fenyvessy, but pleaded on bended knee that the affair would not be exposed and his family disgraced by sending him to jail.

In 1902 Fenyvessy entered into an agreement with Ripper to conduct the Electric City Cycle Works. Fenyvessy was to furnish the money, Ripper to buy and sell the bicycles, and the profits were to be divided. Fenyvessy does not remember how much money he advanced to Ripper in 1902. Ripper, he said, usually received pay in notes. Fenyvessy would give Ripper his half of the profits in cash, taking the notes as his share. The notes were indorsed, but it was later learned the indorsements were forged. When the notes became due Ripper always took care of them. Either he paid part and produced renewals, or produced letters from parties who bought the bicycles giving good reasons why they could not pay on time.

In 1903 Fenyvessy went into the Ripper

Motor Carriage Co. with Ripper, who claimed to have an automobile that was a wonder, and Fenyvessy admitted having advanced \$9,000 to promote the business. He got tirel of the business and sold out to Ripper for \$3,000, taking notes. These also bore forged indorsements and were worthless.

"Nor was I the only one who knew Ripper to be a forger," continued Fenyvessy. "A. S. Bills, another creditor, knew all about it. He also agreed to let the matter drop on account of Ripper's family.

"Mr. Ripper was very fortunate in his selection of friends," remarked Referee Hotchkiss, dryly.

"Yes, sir," replied Fenyvessy. "When I confronted Ripper with proof of his wrongdoing he broke down and began to cry bitterly. He told of his wife and children, and how they would starve if he went to jail. For more than two hours he talked to me. I then told him I would take the matter under consideration. After that I talked the matter over with friends. They advised me not to have the man put in jail on the forgery charge, for if I did I would never get a cent of the money owed me by Ripper. I took their advice. Ripper was unmoderately grateful. Not only did he promise to do better, but also to pay me any rate of interest on the money owed me. So I let it go at that.

"In my claim against Ripper I have charged none of the interest. I tell you this so that you will know that the claim is just and fair."

Referee Hotchkiss decided to confer with Eugene Warner, attorney for the trustee, before rendering any decision.

Fear the Curbstone Dealer.

The revival of the curbstone dealer is what many English tradesmen see in the latest price cut. Even so conservative a journal as The Cyclist puts it so strongly as this:

"One way in which the reduction in the price of machines will hit the bona fide cycle agents, it seems to us, will be by the creation of a large class of people selling cycles practically on commission, or rather not as bona fide agents, but merely as an addition to their other sources of income. A man who has no shop or staff to maintain can afford to be satisfied with a small profit on each machine sold, and the small profit now given on the cheap machines will bring these people very severely into competition with the bona fide cycle agent."

How the New Guineas Gather Rubber.

A new method of gathering rubber adopted by some of the natives in New Guinea, which is said to be effective and only causes about 4 per cent wasiage, is thus described: The natives tap the rubber trees and smear the gum in layers over their bodies, the heat of their bodies and the sun dry the solution up, then they march off like mechanical rubber dolls to the dealers, where they are stripped and released, to gather more of the valuable gum.

WAR AFFECTS EXPORTS

First Big Drop in Shipments to Japan — September Proves a Slumpish Month.

That the war is having its natural effect upon the exports of cycles to Japan is disclosed by the September figures. They show a tremendous loss, dropping from \$42,251 in September, 1903, to \$2,557 for the same month of 1904. These figures lend probability to the statement of a Japanese merchant recently in this country, viz., that more than 100,000 second-hand bicycles have found their way into warehouses and similar places to be sold. These machines belonged to young men who have gone to the front, and who, of course, have no immediate use for them. There is little prospect of improvement as long as the war continues to drain the country of both men and money.

As a result, the falling off in export totals which began several months ago continues. The September loss is very heavy—almost 50 per cent, the figures being \$60,849 for September, 1904, and \$114,112 for the same month of 1903. Three countries are responsible for the entire shrinkage, however—Japan, British Australasia and the Netherlands, with losses of, in round numbers, \$40,000, \$9,000 and \$5,500, respectively. Outside of these the losses and gains are a virtual stand'off. Germany and Italy drop \$3,000, in each case, while Belgium, with a loss of \$1,200, and British East Indies, with \$1,000, complete the list of countries showing shrinkages of moment.

No large gains are recorded. That of Cuba is the most considerable, the figures being \$3,687, against \$1,606, in September, 1903. The United Kingdom comes next, the figures being \$6,909 and \$5,126, respectively, while France is another European country to show a slight improvement, jumping from \$487 to \$1,391. Gains small in themselves, but respectable in the aggregate, are also shown by the Chinese Empire, Other West Indies and Bermuda, Argentina, Brazil and Other Asia and Oceania, the increases ranging from \$800 to \$2,000.

The figures in detail for the month and nine months, respectively, are as follows for the corresponding periods:

| Exported to | September | | Nine months ending | | September |
|---|-----------|----------|--------------------|-------------|-------------|
| | 1903. | 1904. | 1902. | 1903. | 1904. |
| Values. | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | \$5,126 | \$6,909 | \$344,488 | \$200,597 | \$206,662 |
| Belgium | 2,602 | 1,385 | 40,580 | 41,689 | 45,138 |
| France | 487 | 1,391 | 161,163 | 100,740 | 72,301 |
| Germany | 4,311 | 1,308 | 237,045 | 120,200 | 103,525 |
| Italy | 3,799 | 667 | 56,710 | 42,774 | 31,661 |
| Netherlands | 7,044 | 1,480 | 123,458 | 90,993 | 73,014 |
| Other Europe | 3,639 | 3,140 | 257,926 | 148,510 | 136,833 |
| British North America..... | 3,268 | 2,607 | 152,939 | 136,606 | 104,177 |
| Central American States and British Honduras... | 46 | 243 | 2,224 | 2,010 | 2,922 |
| Mexico | 3,873 | 3,751 | 20,667 | 44,202 | 33,154 |
| Cuba | 1,606 | 3,687 | 9,536 | 12,384 | 27,599 |
| Other West Indies and Bermuda..... | 1,673 | 2,937 | 37,655 | 24,317 | 25,253 |
| Argentina | 1,069 | 2,301 | 6,384 | 9,644 | 13,904 |
| Brazil | 978 | 1,756 | 5,058 | 6,919 | 11,635 |
| Colombia | 8 | 424 | 745 | 556 | 4,225 |
| Venezuela | 111 | 50 | 352 | 281 | 237 |
| Other South America..... | 1,000 | 1,085 | 15,171 | 13,699 | 10,991 |
| Chinese Empire | 1,262 | 2,639 | 23,628 | 14,813 | 10,469 |
| British East Indies..... | 1,740 | 826 | 40,926 | 19,874 | 14,849 |
| Hong Kong | 175 | 302 | 4,807 | 4,656 | 2,280 |
| Japan | 42,251 | 2,557 | 322,204 | 318,738 | 258,478 |
| British Australasia | 25,898 | 16,969 | 163,691 | 242,381 | 140,515 |
| Philippine Islands..... | 1,109 | 429 | 13,755 | 20,833 | 5,058 |
| Other Asia and Oceania..... | 625 | 1,812 | 22,207 | 22,248 | 13,028 |
| British Africa..... | 296 | — | 88,893 | 38,287 | 5,594 |
| All other Africa..... | 30 | 194 | 6,241 | 4,362 | 3,960 |
| Other countries | — | — | 12 | 63 | 88 |
| Totals | \$114,012 | \$60,849 | \$2,158,465 | \$1,682,356 | \$1,367,850 |

Goodyear Completes Reorganization.

The reorganization of the Goodyear Tire and Rubber Co., Akron, Ohio, which has been in process for some time, has now been fully completed.

It involved the taking up of the company's entire note indebtedness, for which were substituted \$245,500 in first mortgage ten-year 6 per cent bonds, against which, it is stated, the company have assets approximating \$800,000. At the annual meeting the officers were re-elected as follows:

President, L. C. Miles; vice-president, Hon. Charles Dick; secretary, Charles W. Seiberling; treasurer, H. B. Manton; general manager, F. A. Seiberling.

The directorate is composed of the above, together with A. W. Firestone and F. G. Carnahan. The Messrs. Seiberling and Mr. Manton have filled their respective positions in the management since the organization of the company, in 1898. The Hon. Charles Dick is the junior United States Senator from Ohio, having been chosen to succeed the late Hon. Mark Hanna in that office.

Dunn on the Western Situation.

Harry T. Dunn, president of the Fisk Rubber Co., who in three weeks jumped from Chicopee Falls, Mass., to San Francisco, Cal., following the Southern route and opened four branches en route, is again at his post in Chicopee. He stated that he found every indication of good trade on the Coast. While in Colorado, in Denver in particular, he said that he saw more bicycles in one day than he had seen in the East in many long months.

Real Value of "Good Will."

The mismeaning of that invisible but undeniably valuable asset, goodwill, is never fully realized until a concern has "gone broke." This was well illustrated at the recent sale of the effects of the once powerful New Rapid Cycle Co., of Birmingham, Eng., which in the earlier years enjoyed a good trade even in this country. Its "goodwill, patents," etc., were sold for \$1,360. In its last balance sheet they were inventoried at nearly \$500,000.

ARMY TEST UNFAVORABLE

Poor Roads and Lack of Them Overcome the Soldiers—Trial not Convincing.

With Western roads in their present poor condition, it does not appear that the motor bicycle, or, indeed, any other wheeled vehicle, is available for regular army signal service work in the department of Colorado.

This, at least, is the conclusion which the civilian will glean from the official report of the officers recently engaged in directing and making the recent test ride from Denver to Albuquerque, N. M. General Frank D. Baldwin and other officers interested in the experiment, however, are not prepared to admit that the motor bicycle is wholly impracticable, and will conduct tests upon a much more comprehensive scale next season. A larger number of machines will be utilized, and the routes selected will be varied in length and roughness.

The trip was made by Sergeant H. W. Capron and Private G. W. Boles. They left the Equitable Building in Denver at 9:35 on the morning of October 6. They expected to make about 125 miles a day. After nine days' blundering about in roads impassable to every mode of conveyance except saddle horses, they arrived at Ribera, N. M., 389 miles away. From this point they received telegraphic instructions to take the train back to Denver. The number of miles made each day out were as follows: 86, 74, 60, 18, 58, 22, 0, 43 and 28.

The story of the difficulties of the ride as told in the official report is very interesting, and indicates the almost insurmountable difficulties in the way of using anything but couriers on horseback for such work, with the roads in their present condition.

The first day, eighty-six miles, to Fountain, Col., was covered. Trouble was experienced with the carburetter, owing to its becoming encrusted with ice during the climb uphill near Palmer Lake, which, if true, is a most remarkable and unusual occurrence, since carburetters are in close proximity to the hot motors. The second day the cyclists had to carry their heavy wheels across a creek very wide and four feet deep. They stopped at a ranch house after covering seventy-four miles. The third day the roads got worse, and after going sixty miles the riders arrived during a downpour in Trinidad.

The next day was Sunday, and before starting out four spokes were replaced and several new links inserted in the chains. The soldiers pushed their machines eighteen miles over the Raton Mountains. On Monday they reached the Red River, which was greatly swollen. With a log chain they let their wheels down twenty feet before reaching the bridge. They made fifty-eight miles this day, and reached Springer, N. M.

Tuesday all traces of wagon roads van-

ished, and the soldiers pushed on over the prairie tracks, twenty-two miles. Wednesday was spent in telegraphing to headquarters in Denver, and in awaiting instructions. Thursday they made seventy-eight more to Ribera. The pedals on both machines were broken. Fifteen miles out one of the wheels slipped in the mud, snapping off the pedal, and the pedal on the other machine was broken off by coming in contact with a rock on a steep down grade.

Effect of England's Reduced Prices.

In some quarters there is a belief that the new eight guinea price for British cycles will work great changes in the selling methods now in vogue. The "exclusive" dealer is looked upon as one of the chief sufferers, as the hardware and other trades are expected to cut more of a figure in the business than they have done for some time past. This view is voiced by a hardware organ, which says:

"It seems to be generally agreed that for 1905 all the leading makers will market a machine at eight guineas, or even less. This will, of course, involve a proportionate reduction in the "no-name" class of machine, and it follows that on bicycles, the margin of profit for the dealer will not be much, if any, greater than on any ordinary hardware goods.

"A careful study of all these considerations has led the writer to the conclusion that the solution of the present difficulties lies in the total abolition of the sole-agency system. There is no obvious reason why cycles of any particular make should not be handled by every ironmonger and hardware dealer or cycle agent throughout the country. The margin of profit is certainly getting too small to maintain businesses confined to cycles exclusively.

"The construction of leading makes of cycles is now based on practically complete interchangeability, and any ordinary mechanic can effect all necessary adjustments and repairs. The leading makers also give a very liberal guarantee with their machines, so that the specialized cycle repair shop has really very little excuse for existence."

The general lowering of prices cannot fail to have a deadly effect on the second hand market, and the consequence may be that cyclists will in many cases hold on to the old machine for another year in preference to incurring a big drop in exchanging it for a new one. It will also tend toward the extinction of the practice of giving the old bicycle in part payment, and this will be hailed with satisfaction by the agents—perhaps it will be their only satisfaction from the new order of things, is the conclusion of the Scottish Cyclist, apropos of the new eight guinea price for English machines.

The Raleigh Cycle Co. is the latest big English concern to list an eight guinea model. It will be identical with this year's ten guinea production. Other reductions are made, but a machine listing at \$125 is still to be retained.

ABOUT MOTOR CYLINDERS

Difference Between French and American Materials and Their Relation to Wear.

The composition of the cylinders of French engines has always been the subject of interest, and some curiosity to all those who have to do with motors.

Upon analysis it is found to be different from the American casting. It was naturally assumed by the laymen that this condition was intentional, and that the element showing the greatest difference was responsible for the beautiful behavior of French gas engine cylinders.

Such is not the case, however. The point of difference between the analysis of the French and the American irons, for example, is that the French iron is quite high phosphorus, containing nearly 2 per cent, and the American iron only about .750 per cent. The foreigner did not deliberately add phosphorus to his mixture. He used it because he could not help himself; it was in the pig iron that exists in the markets of Europe; it was in the ore from which the pig iron was made. He liked it because it gave fluidity to the molten metal, and would flow around cores and other small apertures, and made exceedingly fine castings possible. In other words, it was convenient to make castings out of it, but was not used with any idea of giving a fine wearing cylinder, as compared with any other cast iron.

On the other hand, our American pig iron, which the ordinary foundry uses, contains about .750 per cent phosphorus, as stated. It makes good castings; the foundryman runs it into small places without any trouble, and in connection with intricate core work. He does not add special high phosphorus pig because it gives him a more brittle casting without any apparent gain in wearing quality.

A gas engine cylinder does not wear well or ill in any direct relation to its composition at all. It does wear well or ill in accordance with the way it was built, the fit of the piston rings, the kind of lubricant used; whether or not the engine runs hot or cold. In fact, all these conditions put together regulate the wear of a gas engine cylinder; no one of them. A cylinder made of the best cast iron in the world can be ruined by neglect. A cylinder of exceedingly poor iron will wear well if well built and cared for.

Right in line with this comes the importance of the kind of iron that goes into the piston rings. It should be springy, so as to hold out against the sides of the cylinder; it should not be hard enough to cut them. There is a cast iron that is just right, an exceedingly easy one for the foundryman to make, and one that he can duplicate every time, if he will take the trouble to ascertain the composition of a good set of piston rings.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

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Get in line for the NATIONAL Agency for 1905. You can make money out of it.



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IMPORTANT AS THE AMOUNT
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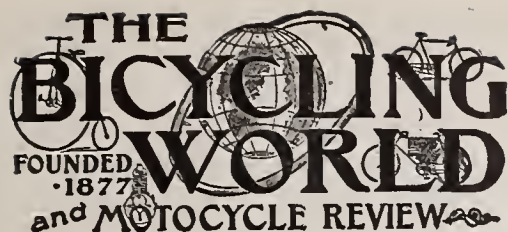
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THE FISK RUBBER COMPANY,
CHICOPEE FALLS, MASS.

Western Sales Office. 52 State Street, Chicago.



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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 5, 1904

About Announcements.

Many times within the last few weeks we have been asked such questions as this: "Isn't this the season of the year when announcements of changes in patterns for the new year are made? Well, then, why is it that none are being made? Are all the makers asleep?"

It is not altogether an easy matter to frame a satisfactory reply to questions of this kind. Of course, there are plenty of wide awake makers, and many—perhaps most—of them could make interesting announcements if they saw fit to do so. Not a few of them will do this in good time. But they will choose such time as seems to them best, and be governed by the circumstances of the case.

Cycle buyers of the present day are divided into two classes. One is made up of riders who want the latest and best and who do not stand on price. It is only the exceptional machines that appeal to them, and they are keener on novelties and improvements than any one else. They welcomed the chainless,

the cushion frame, the coaster brake, the variable gear—in short, every comfort giving device put on the bicycle during the last six or eight years. Every year they come around asking what is new, and are disappointed if told that there are no novelties to show.

The second class is much the larger; in fact, in its ranks are comprised the great majority of riders. They take a view exactly opposite to that of the first class. What they want is a plain, chain driven machine, devoid of frills and furbelows, and warranted only to run easily and last long. Changes are, if not actually discouraged, at least not wanted, especially if, as is almost always the case, they add, however slightly, to the cost of the machine.

Of the two classes the first is the only one interested in advance announcements, the only one receptive to accounts of improvements. It furnishes the readers of catalogues as well as the few riders who still take an interest in "talking points."

There is little doubt that this indifference on the part of the bulk of users accounts in great part for the backwardness of makers in the matter of announcements. The belief that many of the latter fall on deaf ears acts as a deterrent. Where formerly the slightest change was shouted from the housetops, to-day there are constructional features deserving of publicity that are unknown outside of an exceedingly limited circle. At other times details are given out, but so late that much of the good that could have been done fails to be accomplished.

It is probable, too, that harm is done by accepting the situation instead of trying to improve it. There are undoubtedly some riders who would take an interest in details if they were brought before them in an attention compelling manner. But nothing of the sort is done, and the uninterested riders remain uninterested to the end of the chapter.

Narrowness Between the Eyes.

The peculiar notions which fill the brains of some dealers and retard their progress is well illustrated by the attitude of some of those doing business, or trying to do business, in St. Paul, which is disclosed by a personal note from a subscriber in that city.

He writes: "During the past summer, I discussed with several of the dealers here the matter of racing, and endeavored to arouse some show of interest, but without exception all of the answers I received were distinctly dampening. Two of the dealers, and prominent ones, said: 'We are not sell-

ing racing machines. We sell cheap bicycles for the business man, and do not care a rap if we never sell a racer or have a race in town.'"

It is this failure to appreciate causes and effects that is one of the troubles of the average dealer. He does not seem able to grasp the fact that a road race, race meet or other contest or succession of contests attract attention and obtain publicity for bicycles which are directly to his benefit. He does not appreciate that they create interest and constitute advertising of the sort that sells bicycles of every class, and not merely the racing models.

We know that a great many dealers were this year imbued with at least a show of enthusiasm, and either promoted, or assisted in promoting, a number of road races, and we have reason to know that some of these men really expected that one road race would revive their businesses and fill their stores with customers. As one of them, who had contributed a bicycle as a prize, expressed it: "If this road race does not revive things it will be a sure sign that cycling is dead." He really believed it.

In passing, it may be remarked that even had this solitary race exercised the phenomenal effect which he anticipated, it is scarcely probable that a large number of customers would have been attracted to this particular dealer's store, or would have long remained inside if they had entered it. It was unkempt and untidy to a degree.

Of course, the race did not produce such an effect, and we are almost daily waiting that hear that there is one dealer less in a particular town.

It is this narrowness between the eyes that is well illustrated by the attitude of the dealer in question, and of others in St. Paul that minimizes, if it does not wholly nullify, helpful effort. They do not seem to be able to see beyond their noses.

The Winter Problem.

In the cases both of dealers with repair shops attached and of repairers, the period is almost at hand when the problem of shortening sail for the winter season must be attacked and solved. In its plainest form, the question is, How low can expenses be cut without destroying the organization and thus rendering it doubly difficult to get a good start in the spring? Its corollary is, What can be done to increase receipts?

It is rarely possible to wield the knife in

the drastic manner that the situation seems to warrant. If it were many repairers and some dealers would simply shut up shop on or about December 1 and not open until February is well advanced. Such a step would save money. That is, it would remove the necessity for running the business at a loss during the winter, as a large majority of dealers and repairers who confine themselves to the cycle trade unquestionably do. And a world of anxiety and worry would be avoided if such a policy were adopted.

But there are weighty considerations to be taken into account which, in a large majority of cases, preclude this prudent and economical course. First, there is the matter of goodwill. No really reputable and well established concern can afford to adopt fly-by-night tactics of this sort. Such concerns have customers to whom they owe something in the winter and from whom they expect something in the spring. To leave them in the lurch now is to render it almost certain that the favor (?) would be reciprocated when they returned and unfolded their tents again. Out of sight, out of mind, would be pretty certain to be the outcome of such a move.

Again, it is rarely possible to efface a business in such a fashion as this. There are outstanding accounts—probably on both the debit and credit side—and they must be looked after. A “going” business commands attention, while a “gone” one is pretty certain to be overlooked or ignored. The dealer or repair man who tries to collect bills after his store has been closed has a task of magnitude before him, as he will very soon find out. At the very least he will be put off until spring.

Lastly, it is almost absolutely necessary to retain a skeleton of organization in the repair shop. Suppose you have one good hand whom you cannot afford to lose. You carry him over, keeping him as busy as you can, and it is pretty certain that he will at least earn his wages. But even if there is a loss, it cannot amount to more than a few dollars a week and a total shortage of \$50 for the winter is a big estimate. That is, of course, a considerable sum, especially in the off season, but it can be put up with.

Now, consider the result if you let this man go. If, as is probably the case, he is the last man, you might as well close up shop and be done with it. But suppose you keep open, doing odd jobs yourself. The good hand is not likely to remain idle until you want him again. He will find something to do, possibly with a rival dealer, who eagerly snaps up

your prized hand, and with him goes some of your trade. Or he will seek work in some other line where he is assured of steady work. He is not likely to forsake it when spring comes, and you are forced to look around for some one to take his place. You have acquired the reputation of a “season” employer, and you won’t be able to get anything but “transients,” who are thrown out of work when the first slackness comes and who are workmen of the most mediocre character. You do the only thing possible—select the most promising hands and start the new season.

It will take only a short time to make it plain that the work drags in the shop. There is no push, no initiative, no thoroughly competent head workman to direct and put energy into the task of pushing through the jobs. A smaller quantity of work comes through, and there is likely to be more complaint of the character of the work. In short, you soon realize that for the few dollars saved in wages you are now paying double or quadruple in the shape of delay and trouble in the shop.

On the other hand, if your prize man is really a first class workman, as is pretty certain to be the case, he can be turned to account in other directions. It is to your interest to secure trade that will bridge over the dull season, and with a little study of the subject and a slight alteration in the shop equipment you can fit the latter to handle whichever line is decided upon.

Of such lines there is a wide range of choice. Electrical fittings used to be one of the best, and is still a good field. Machinery repairs is a more ambitious line, and requires a better equipment than most shops possess. Motor work presents certain advantages, especially as it is directly in line with motorcycle repairing and is likely to prove lucrative for some time to come.

Incandescent lighting is another field which offers good returns and requires little or no machinery and little capital. It has the additional advantage of being workable in connection with the sales end. As we have remarked on more than one occasion, plenty of people would use incandescent lights if they could have them put in and looked after at small expense. As it is now, the trade is badly managed, inasmuch as a number of merchants have undertaken the sale of such goods without the time or the ability to look after the fitting end. Newsdealers are a conspicuous example of this, and hardware stores

are not very much better. We know of cases where incandescent lights have been taken out because those who sold the goods have failed to look after them; and others where dealers of considerable pretensions have failed to make lamps burn properly and thus had goods thrown back on them.

“Cycle dealers and repairers have the time, the skill and the facilities for doing a business of this character, and it will pay them to investigate it. Some of them have already done so with gratifying results. But whether or not choice is made of this particular line, the matter of adding something should be looked into and definite action taken before winter actually sets in.

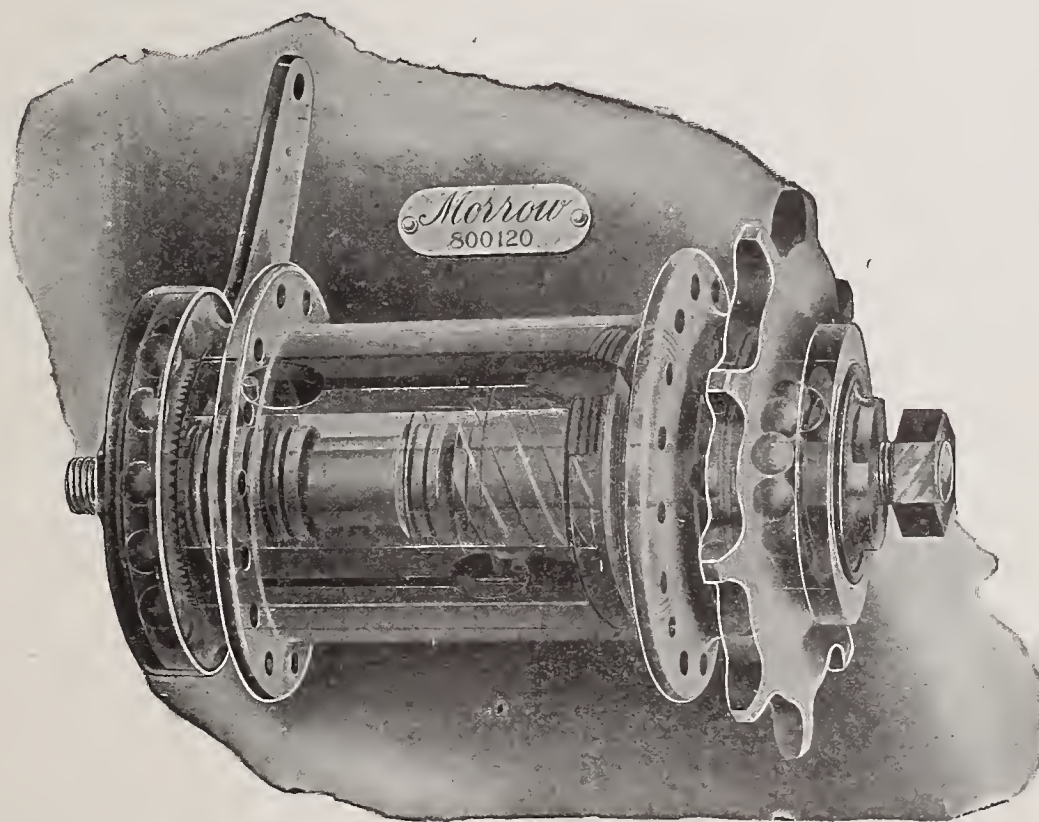
On several different occasions efforts were made to popularize pneumatic saddles, with an utter lack of success. The chief objections made to them were, first, that they became hot after riding a while, and, second, that they rolled under the rider in a manner that was very disagreeable. Riders who tried them were usually enthusiastic at the start, but in a very short time—perhaps before finishing a ride—they changed their minds and evinced an active or passive dislike for the contrivance.

The pneumatic saddle is being revived on “the other side,” with special reference to use on motorcycles. A pneumatic cover is sold, to be slipped on over the regular saddle, the fastening being by means of hooks and tapes.

It is possible that the air filled saddle, or cover, will give better results on motorcycles than it did on pedal driven ones.

In the face of George A. Wyman’s successful journey across the continent on an admittedly underpowered motor bicycle, the result of the army test from Denver, Col., to Albuquerque, N. M., is not short of astounding. He floundered in the snow of two mountain ranges, toiled in the sands of the deserts and was mired in the mud of the prairies, and yet he “got there,” and his poorest day’s performance was not very much worse than the best day’s work of the soldier experimentalists. The conclusion is inevitable that the soldiers either were not composed of the “right stuff” or sadly deficient in experience or intelligence, or perhaps lacking in all three respects. For the sake of the American soldier, if not of the motorcycle, it is well that the army officials have reserved decision pending a more exhaustive test.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.

"THE LAST SHALL BE FIRST
AND THE FIRST LAST."

CHICAGO'S WORLD'S FAIR was a thing of the past before

That Totally Different Wheel,

THE RACYCLE

was invented or even thought of.

In 1896, When there were over two hundred and eighty bicycle factories in the U. S., the **RACYCLE** was the last "filly" entered for the Commercial Race, - - - (300 to 1 Shot).

In 1898, When others were dropping out, this **RACYCLE** youngster was just feeling his oats, - - - (100 to 1 Shot).

In 1900, The **RACYCLE** began to attract the attention of the bookies for his easy running qualities, - - - (10 to 1 shot).

In 1902, The **RACYCLE** was running even sales with all rivals, (Even money).

In 1903, The **RACYCLE** was in the lead, - (The Favorite).

In 1904, The **RACYCLE** distanced the sales of all other high-grades left in the race, and in crossing the line was awarded

THE GRAND PRIZE

by the Jury of Awards at the Louisiana Purchase Exposition,
St. Louis, Mo.

Which will you handle for 1905, Mr. Dealer—the Winner or one of the "Also Rans?"

MADE AND MARKETED ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U.S.A.

NOTES FROM 'FRISCO

Nest of Thieves Uncovered and Bagged— Motorcyclists Display Activity.

San Francisco, Oct. 27.—On information furnished by one of the employes of C. C. Hopkins, the San Francisco Police Department has just succeeded in capturing a gang of bicycle thieves and recovering nearly a score of recently stolen bicycles. Eight

IN THE HILLS BEHIND SAN FRANCISCO.



youths have been arrested and are now in jail awaiting trial. This gang seems to have had a "fence" where it easily disposed of the machines, all of which were altered in appearance by the transposition of wheels and other parts. The police expect to locate this shop. This gang has been operating for some time, and the frequent reports of stolen wheels shows how busy they were. They called themselves a club under the title of "Don't Worry," and their operations were cleverly directed by a modern Fagin, who is also in the toils. The character of the "club" was learned through one of the members trying to dispose of bicycle parts.

The Pacific Coast Motorcycle Club was thoroughly reorganized at a meeting held on the evening of October 25 by the adoption of a new set of bylaws and the election of the following officers: President, J. T. Bellany; vice-president, W. C. Hofen; treasurer, C. C. Hopkins; recording secretary, H. W. Pfeiffer; financial secretary, F. E. Carroll; captain, W. F. Townley; first lieutenant, L. E. Renney; second lieutenant, J. Hofmann; sergeant-at-arms, E. L. Malsbary. The club is in a flourishing condition, having over fifty active members and additions coming in at the rate of five and six a month. A club emblem has been adopted, as well as a bar which will be awarded for meritorious performances.

On October 16 the club held a run to Livermore and return, a distance of eighty-two miles. Twenty-five members made the trip,

and there were a number of others who went as far as Niles and return. The weather was ideal, the roads were good and the run was one of the most enjoyable that the club has ever held. Mrs. F. E. Carroll, riding an Indian motor bicycle, was among those who participated.

On Sunday, October 23, the Motorcycle Club varied its programme by indulging in a run in and about San Francisco. Starting from the club headquarters, at Larkin and McAllister streets, the route was down Gol-

KILBY'S QUAIN RECORD

How He Came to Visit Every Town in His State and How He Did It.

As is well known, people with hobbies are the most contented and frequently the happiest of men. They become wrapped up in their particular avocation, and devote to it all their spare time, deriving from the pursuit an amount of satisfaction scarcely to be measured.

Among Boston wheelmen of the "inner circle"—that is, men who have cycled enthusiastically and unremittingly for more years than some of them care to remember, Quincy Kilby is a well known figure. It is he who, as noted in the *Bicycling World* a few weeks ago, bears the unique distinction of having paid a visit on his bicycle to every "town" in the State of Massachusetts. Those persons who are familiar with the make-up of Massachusetts "towns" will appreciate that this is no ordinary record. Those who are not will acquire an inkling of its significance when they learn that there are 353 "towns" in Massachusetts, and that a large number of them are located in remote and out of the way corners of that hook-shaped commonwealth. To "run down" the entire number required years of patient search and visit, and was a task of no small magnitude.



'FRISCO RIDERS AT CENTERVILLE, A POPULAR RESORT.

den Gate avenue to Market street (the main thoroughfare of the city), through Montgomery and Kearney streets back to Market, to Van Ness avenue, through the Presidio Reservation, to the Cliff House. The run was well attended and much comment was made all along the route, the expression, "I didn't know that there were as many as that in the town," being frequently heard. Although the club holds a regular run two and three times a month, these have always been to outlying districts, where the roads are better than they are in the city, and the club determined to let the residents know that there was a live motor bicycle club in San Francisco.

How he came to undertake and carry out the task is thus told by Mr. Kilby:

"One evening, six or seven years ago, we were sitting in the parlor of the Commonwealth Club, discussing matters of interest in wheeling, when somebody asked what member of the club had ridden his bicycle in the greatest number of towns in Massachusetts. Some of the men present could, I think, count up 100 or more, but I boasted of only about 80.

"That was the beginning of it. Some of us kept our attention fixed in that direction, and

whenever we rode in a new town or city we jotted it down. My number grew to 100, then 150, and by the end of November, 1898, I had completed one-half the State.

"Then we went to work in real earnest. By that time W. H. Bartlett had covered 250 out of the entire 353, A. A. Beal stood next, while I was a good third. Beal and I rode together considerably, he often showing me the way to places where he had been before. We both gained rapidly, while Bartlett seemed to have stopped trying for more. At last we two went to Cape Cod and rode in every town down there. Beal had been in most of them before, while they were all new to me, consequently I gained more rapidly than he. While wheeling through Dennis, whom should we meet but Bartlett, who was visiting there. On that day I went ahead of Beal and he passed Bartlett. Since then I have kept ahead of both, as they have not paid the attention to it that I have. The next man in line is W. J. Smith, also of the Commonwealth Club, who now has 229 to his credit, and spends his spare Saturday afternoons and Sundays in seeking new ones.

"By the end of 1901 I had 326 on my list. The next year I went with George B. Young, of the Boston Bicycle Club, to the Berkshire Hills, and gained forty new towns west of the Connecticut River. On the two days' holiday at Labor Day, 1902, I went with Beal and Smith, and rode in Nantucket, Edgartown, West Tisbury, Chilmark and Gay Head. That left but one for me to do—Gosnold.

"Gosnold is situated on a long row of islands to the west of Vineyard Sound, with names like Nonamesset, Naushon, Pasque, Nashawena and Cuttyhunk. They are not connected with the mainland, but must be reached by boat. The nearest to the mainland is Nonamesset, not half a mile from Woods Hole. The water between is extremely rough at all times, on account of the strong tide and the prevailing southwest wind, which hauls through there in summer. Three times I tried to reach that town, and twice I failed. The third time I succeeded.

"When we were making that Labor Day trip we left Cottage City on Sunday afternoon and rode to West Tisbury, where we spent the night. The roads thus far were either very good or good enough, but the next day we got all that was coming to us. The road through Chilmark to Gay Head is awful.

"There were hills perhaps 100 feet high, up which we pushed our wheels, down which we dragged our wheels, looking in vain for a strip of firm earth wide enough to ride on. When I had once fairly entered the town of Gay Head, I started back over the same bumpety route. After fully a mile of such walking I mounted my bicycle for a ride. Something was the matter. The pedals revolved without affecting the machine. I made an examination and discovered that I had lost the chain.

"Never before, since this earth was cool, did a man lose his bicycle chain while walk-

ing. Never, never. I did, though, and what is worse, I never found it. Back over the road I went, hunting and searching, but I found it not. It is there yet. I hope it dies there. I led my silent steed to a place called Squibnocket (doesn't that sound like the Fourth of July?), where I hired a lady to harness up a horse and cart me and my maimed wheel to Vineyard Haven. Beal and Smith tried to make a rhyme, beginning:

'There was a young man of Squibnocket,
Who lost the chain off his sprocket.'

"They did not finish it, but the last line was to be something about "out of pocket" or "had to walk it."

"When we reached Woods Hole on our way home that afternoon we tried to hire a boat to take us to Gosnold, but every pleasure boat in the harbor was at a yacht race, and all the fishermen had just come in and were unloading their catches. So we had to give it up for that year, as we had no time to lose in waiting.

"On the Fourth of July, 1903, I tried again. With the same Smith I started to wheel to Woods Hole, intending to stay there until we had a chance to get across to Gosnold. Between the towns of Tremont and Wareham my bicycle gave out completely, and I had to ship it home by train. Oh, wirra, wirra. I did not have another chance to try that year. This year I knew that I must get that town or be forever disgraced. It was becoming a nightmare to me, and I couldn't hold up my head much longer if I allowed defeat to still my stubborn soul. The third time must succeed.

"On Saturday, May 28, 1904, I took the 1:08 p. m. train for Woods Hole, in company with Augustus Nickerson, of the Boston Bicycle Club, and his 13-year-old son, Howard Tarbell Nickerson, to whom I take off my hat as a good rider and a cheerful companion. I don't mean to insinuate that any certain person in times past has proved a Jonah, but we did it this time, as "slick as a smelt."

"At Woods Hole we hired a boatman, who sailed us over to the island of Nonamesset, in the town of Gosnold, where we landed my bicycle and took turns in riding on a sheep path in the grass. I couldn't help a feeling of elation, for I had done what nobody else has ever done. I had ridden a bicycle in every one of the 353 cities and towns in the State of Massachusetts.

"The next day we had a beautiful ride, with a delightful call at Joseph Jefferson's home, at Buzzard's Bay. We found him with his wife and his sons, Tom and Frank, entertaining the famous Dutch artist Blommers, who, with his wife and daughter, were being escorted by our Boston artist, Charles A. Walker. We were shown over Mr. Jefferson's house, with its magnificent collection of pictures by the masters of the Dutch and English schools. A special treat was our visit to the veteran actor's studio, where he was showing his own work to the celebrated artist. Mynheer Blommers, speaks rather good English, but he made us all laugh when

he said of one of Jefferson's paintings, 'It is very good. I sell it from you.'

He quickly corrected himself, and told a story of the artist, Cottier, trying to talk in our language and saying, 'Goodby. How are you,' which brought another laugh. Then Mr. Jefferson offered him his pick of all the paintings he had shown. Blommers chose one, to which Mr. Jefferson signed his name in the corner, humorously acknowledging before me, as a justice of the peace, that he did so of his own free will. We could have lingered there for hours, but the good roads called us away.

"If any man thinks that it is easy work hunting far away and obscure towns, he is on the wrong tack, but if he asks if it is good fun, I can tell him that it is like mountain climbing or exploring, very fascinating to those who like it. I have never grown tired of it, and would like to do much more. The hardest trials are, of course, the most enjoyable afterward, and the most interesting to tell of.

"One disheartening episode was when R. J. Crooks and I went to the Hoosac Tunnel. We checked our wheels four hours before the train started, to be certain that they would go all right, and went ourselves at 11 p. m. On our arrival at North Adams the next morning we found that both the wheels had been left behind, and we did not get them till nearly noon.

"Instead of climbing the mountain over the tunnel in the cool of the morning, we had to negotiate it at noon on a very hot day. The delay caused us to miss the town of Monroe, and I had to go up there the next year and ride eleven miles over bad but picturesque roads to get it. I enjoyed both trips, though. The scenery in the northwestern part of the State appeals to me more than that in any other part. For a single view, Sugar Loaf Mountain, in Deerfield, is my favorite. The Bloody Brook Hotel is near there. I remember how that name horrified an English lady, in whose company I once dined there.

"When Beal and I went to Cape Cod it proved to be the hottest day of the summer. We had to walk nearly four miles between Wellfleet and Eastham, over the worst kind of sand, ruts and bushes. The sun beat down heavily upon us, for there are no trees there high enough to shelter a man. When we reached North Eastham the thermometer stood at 96 degrees in the shade. In the store they told us that when the train passed the mercury at the station was up to 119 degrees. 'That must have been in the sun,' said Beal. 'They said that it was.'

"Besides having ridden all over Massachusetts, I have toured considerably in other nearby States. My record for Maine is 137 towns, New Hampshire 47, Vermont 18, Rhode Island 9, Connecticut 2 and New York 30. I have never ridden in Canada. In Europe my efforts were confined to four miles on a tricycle in Paris.

"Since I began bicycling, in 1887, I have covered over 34,000 miles, or around the world and through the world and once more. In company with several other enthusiasts, I ride winter and summer, whenever the condition of the roads will permit. I have just wheeled for 100 consecutive months, in 98 of which I rode on bare ground. In January and February of this year I was compelled to ride on snow and ice, but those were the only months out of the 100 that I couldn't manage to find bare ground on the boulevards or paths at some time in the month. I hope to be able to keep up my wheeling as long as I live. It is good for the muscles, the lungs, the appetite and good for the mind."

HE IS AN ENTHUSIAST

**And as He Goes Up and Down in the World
He Shows It.**

Every little while one runs across a cyclist who, while not actually one of the "old guard"—usually because he came into the world too late—is still imbued with the spirit that permeated the real old timer and made him look to the bicycle as his chief source of pleasure. He likes to think of it and talk of it; to speculate on the roads and the weather; to plan rides that will fill in all his unoccupied time; to discuss novelties and improvements, with a view to trying them if they seem worth it; in short, to keep thoroughly posted on everything that is going on in the cycling world.

Such an enthusiast is to be met with in a downtown office building. He is a young fellow, pleasant faced and mannered, and a general favorite with the occupants of the building, one of the elevators of which he runs. He appears to know and be interested in any one who rides a wheel or is connected in any way with cycling. It did not take him long to "spot" the *Bicycling World* man and to strike up a chatty acquaintance with him.

"Fine cycling weather we are having," he will remark. "Hope it will last until Sunday. I want to take a ride down to the Isl- and then, and it would be too bad if it rained."

"These moonlight nights are just the thing for runs to Coney," he said on another occasion. "The cycle beats trolleys all hollow, and don't cost anything, either. You can go and come when you please, and no one to bother you."

He takes a keen interest in everything pertaining to cycling, too, as was made plain on another occasion. "Looks pretty bad for the parade," was his morning salutation one day last summer. "This rain will keep people from bringing their machines downtown, and even if it clears off there won't be a good turnout. They had better postpone it until another Saturday," was his logical conclusion.

"Great coasting contest, wasn't it? I couldn't get up there, but it must have been a fine sight. That fellow who won had his work cut out for him, though, didn't he? But a lot of it depends on the tires you use. I know a fellow who was practising up on Lafayette Boulevard, and he was being beaten right along until he put on a new set of tires, and then he coasted with the best of them."

Coaster brakes long ago secured his approval, and the other day he showed that he kept right up to date on the latest appliances.

"That new hub coaster and two speed gear must be a dandy," he remarked, having apparently just read his *Bicycling World*. "I

want to see one of them as soon as they get any of them out. I suppose it will be pretty steep in price, though? No? You don't think so? Well, if not, I want one of them sure.

By "Bicycle Boat" to St. Louis.

The idea of a bicycle boat is so old as to be almost forgotten; that, perhaps, is the reason a St. Paul, Minn., man now en route to St. Louis with an "invention" of the kind calls it new. The "inventor" is L. A. Sigo, who passed through Hannibal, Mo., this week on his bicycle boat, bound for St. Louis, where he will exhibit his invention and visit the exposition. It is 750 miles from St. Paul to St. Louis by water, and the distance as



NEW YORK BRANCH 214-216 WEST 47TH ST.

far as Hannibal, about 630 miles, was covered in four weeks and one day. The navigator expects to reach St. Louis to-day.

The queer craft is named Hip Mah, in honor of the famous Sioux chieftain. The Hip Mah is a catamaran in style, constructed of two galvanized iron tubes, each 12 inches in diameter, held together by a network of braces. The operator sits astride of a bicycle placed near the centre of the boat and pedals the machine. A chain from the sprocket wheel of the bicycle connects with the bevel gear, which operates the 12-inch three-fluke propeller. A rudder on the rear of each tube is operated by the rider in the same manner in which a machine is steered when on the ground.

Not Like the L. A. W.

Despite the decline of the national cycling bodies of other countries, the Touring Club of France continues to more than hold its own in an inspiring fashion. It now numbers 91,000 members.

There is said to be an increasing demand for cushion frames in England,

WILL GO ABROAD TO RACE

**Two More Americans Fired by Ambition
and Hurley's Example.**

Encouraged by the success of Marcus L. Hurley, who defeated the best of the English sprinters when he won the world's amateur championship in London last September, Fred Ernst and Teddy Billington are planning an invasion of the "tight little isle" next year. Ernst is from Rochester, N. Y., and had intended trying for the world's amateur title at London this year, but was transferred to the professional class by the National Cycling Association Board of Control last spring. He declined to compete in the professional ranks, and brought his case before the N. C. A. Board of Appeals, which decided that he had not forfeited his amateur status. The decision was made so late in the summer that Ernst did not have sufficient time to fit himself for hard racing, so he abandoned his proposed trip to England this year.

Billington is known as the "Pride of Vailsburg," and this season rode as a member of the racing team of the National Athletic Club of Brooklyn. He was at one time a racing representative of the New York Athletic Club. Both riders have been among the best of the American amateur sprinters for several years. They expect to go over early in the spring so as to become acclimated before the racing begins. Hurley told them that it was necessary to go over early and become acclimated or to get into perfect condition in this country and race there before the climate had a chance to affect them. He said that he had been riding much faster in his heats of the world's championship than in the final, and if he could have met his opponents earlier, he thinks he would have defeated them easier than he did.

France's Big Revenue from Bicycles.

Although, as usual, nearly a year old, the report just published by the Ministry of Finance concerning the number of bicycles in France is not without interest. It shows that in 1903 the tax was paid upon 1,310,223 bicycles and upon 19,816 motor bicycles. The total revenue derived by the State was \$1,524,545.

Ten years ago the number of machines taxed was only 132,276, bringing into the Treasury about \$150,000, so that in the decade nearly 1,200,000 more machines have come into use, and the profit to the government has increased by \$1,350,000. The greatest number of bicyclists still reside in the Seine Department, which includes the capital. Corsica is the department which has the fewest machines—367 bicycles and six motor-cycles. The annual tax on a bicycle in France is \$1.25, and it is collected by each parish with the parochial rates,

Championship on Thanksgiving Day.

The annual twenty-five-mile championship road race of the Century Road Club of America will be held on Thanksgiving Day, November 24. The race will start at Bedford Rest, Brooklyn, and will be to Point Pleasant and return. The distance to Point Pleasant is twelve and one-half miles, and the riders will go via Glenmore avenue and Rockaway Road, or by Jamaica avenue and the Merrick Road. The limit men will be sent away at 8:30 a. m., with 15 minutes as the limit handicap allowance. No pacing will be allowed except such as may be exchanged by riders who cover the entire course. Any contestant accepting pace from automobiles, motor bicycles or any rider not competing in the race will be disqualified.

There will be twenty-two place prizes and five time prizes, consisting of high grade bicycles, gold watches, silver tea sets, etc. To the first three members of the Century Road Club of America who finish and do not qualify for any of the place or time prizes gold watches will be awarded. A silver loving cup will be presented to the club whose members score the most points in place prizes.

Sutton's Elect Officers.

The Sutton Wheelmen, of Brooklyn, have elected the following officers: Harry Mahuken, president; Myron Nelson, first vice-president; William Whiteside, second vice-president; James Mahoney, recording secretary; Alexander Hesse, assistant recording secretary; F. J. Minogue, financial secretary; Geo. McKigney, treasurer; Carl L'Hommedieu, sergeant at arms; Hugh McCollum, John Bly, house committee.

The road officers are: John Miller, captain; John Welch, first lieutenant; Charles Peterson, second lieutenant; William Armstrong, sergeant; William Jones, bugler; William Vaughn, first color bearer; Peter Ahearn, second color bearer; Edward Campbell, surgeon.

Motorcyclists Alter Their Programme.

Instead of the two five-mile open events, which were to have constituted the features of the first exclusive motorcycle meet to be held in the metropolitan district—the one to be held on Election Day, November 8, by the recently organized North Jersey Motor Cycle Club of Hackensack, N. J., there has been substituted a fifteen-mile open race and a five-mile event, limited to machines of two horsepower or less. These, with the ten-mile club championship race and an unlimited pursuit race, will constitute the afternoon's programme.

Walthour May Meet Horses Again.

The promoters of the carnival at Columbus, Ga., are trying to arrange a race between Robert Walthour and forty running horses as a special attraction. The world's champion pace follower will be paced by motorcycles if the match is made, and the horses will run in relays of a quarter or half a mile, the distance of the contest to be twenty miles.

Sport at San Antonio Fair.

The race meet at the fair grounds at San Antonio, Tex., on October 23, drew a large number of spectators, who witnessed some exciting contests. There were six races and several exhibitions. One of the exhibitions was ridden by the five-year-old son of T. Alvan Luter, the referee, who covered an eighth of a mile in 29 seconds.

Summaries:

Half-mile boys' race—Won by Albert Cooper; Teddy Flato, second; Walter Silcock, third. Time, 1:15.

Quarter-mile open—Won by Gus Schmitt; Alfred Jacks, second; Hal Tucker, third. Time, 0:34.

One-mile open—Won by John Lewis; Harry Dean, second; Richard Madden, third. Time, 2:29.

Half-mile open—Won by Alfred Jacks; John Lewis, second. Time, 1:10 2-5.

One-mile handicap—Won by Fred Perez; Walter Silcock, second; Albert Cooper, third. Time, 2:25.

Three-mile handicap—Won by Walter Silcock; Teddy Flato, second; Robert Shaw, third. Time, 7:22 3-5.

One mile against time, paced by a motor-cycle—Alfred Jacks. Time, 1:45 4-5.

Three-mile motor bicycle exhibition—L. F. Birdsong. Time, 5:15 4-5.

Road Riders Try the Track.

The annual field day of the Century Road Club of America was held last Sunday at Valley Stream, Long Island, on Smith's track. Three handicap track events were the features of the day's sport. Charles Mock was a starter in the races, but only managed to win one second prize. Summaries:

One-mile handicap—Won by Victor Lind (100 yards); Charles Snell (70 yards) second; M. J. Eustace (40 yards), third. Time, 2:40.

Two-mile handicap—Won by Victor Lind (100 yards); Charles Mock (scratch), second; M. J. Eustace (40 yards), third. Time, 5:10.

Five-mile handicap—Won by William H. Stober, Brooklyn (1:30); H. Carley, New York (1:30), second; W. Graham, Brooklyn (1:30), third. Time, 14:38.

How Paris is Amused.

Parisian race meet promoters recently tried the experiment of running some paced races in which riders mounted on tandems and triplets supplied the pacing, but the latest wrinkle in the French capital was a race for riders of wooden bicycles. The novel contest was held on a Sunday morning, the contestants being boys between the ages of seven and thirteen. The race was held on the Bois de Boulogne, and seventy-four boys competed. An immense crowd of spectators lined the course, and five thousand people were at the finish. Albert Thoman, ten years old, was the winner.

"Tommy" Hall is said by a British journal to have declined an invitation to compete in the six-day race at Madison Square Garden next month.

Buffalo Club Comes to Life.

The Standard Wheeling Club of Buffalo has been reorganized and has started out again with a fine list of members. It had practically dissolved some weeks ago, but a number of the oldtime active members issued a call for a meeting at the old clubhouse last week. The response to the call was most gratifying, for not only was there a large attendance of ex-members, but many messages were received from oldtimers who were prevented from being present, but who approved of the reorganization and proposed to join.

The meeting was called to order by Temporary Chairman Adam Vogel. It was unanimously resolved to reorganize, to rent the old clubhouse and to refurnish and redecorate them at once. Officers to hold for the term of two months were then elected, as follows: Louis Klein, president; John Meyer, vice-president; Julius G. Smith, financial secretary; William Sprissler, treasurer; Julius G. Smith, press correspondent; Henry Kelley, sergeant-at-arms; Jacob Schnoel, captain, and Victor Schoeffer, color bearer. The directors elected were Robert Shanley, Chas. J. Smith, John Haas, Martin Lothringer and Adam Vogel.

"Association," Not "Americas," Guilty.

It transpires that the Century Road Club of America did not allow a woman to compete in one of its road races, as had been reported. It was in a contest conducted by the Century Road Club Association on October 23 that Miss Madeline Beyard was a starter. When asked about the affair several of the officers of the latter organization denied all knowledge of the matter, contenting themselves with the explanation that the association did not encourage women taking part in races.

The only excuse thus far advanced is a very lame one. One of the board of handicappers that made the allotments for the race says Miss Beyard sent in her entry simply as "M. Beyard." The handicappers supposed the entry was that of a male rider, and accordingly placed the unknown "M. Beyard" in the 25-minute division. When the sex of the mysterious "M. Beyard" was discovered, just before the start of the race, she was told that even if she were to finish among the prize winners she would be disqualified on account of her sex. She started in spite of this, but failed to finish with the prize winners.

Two Matches at Sacramento.

Two match races were decided at the field day of the Capital City Wheelmen of Sacramento, Cal., on October 23. The one-mile match between W. Rickard and C. Hanson was won by the former in 2 minutes 40 seconds. The other event was between H. Kuchler, R. Warner, C. Hintz, H. Frazier and W. Rickard. Kuchler won, with Warner second, both having a handicap of 30 seconds.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

Removing Brass from Brazed Joints.

A method of electrically removing the surplus brass from all brazed joints, without in any way impairing the efficiency of the union of the different surfaces in the slightest manner, is thus described:

The method employed is such as is common in any shop where electro-plating is done, and when a plant is installed the actual work can be performed by the most unskilled person. Absolutely no preparation of the article is necessary before placing them in the vat for this treatment, and, furthermore, whereas it requires three or four hours to deposit a very light coating of nickel or other metal, it is possible to remove ten times the amount of brass in about fifteen or twenty minutes.

The rapidity of the operation demonstrates that a large plant outlay is unnecessary, the requirements in this respect being: A dynamo of suitable capacity, with the necessary copper leads and connections, shallow vats of sizes in proportion to quantity of work required, and an inexpensive alkaline solution. The stripping process is most economical when used in conjunction with liquid brazing, although it is by no means necessary that both should be adopted together. Work that is brazed in the old-fashioned way can be just as effectively stripped as that brazed in the aforementioned way.

How Valve Grinding Affects Compression.

After grinding valves it is often found that the compression is not so good as it should be, notwithstanding the fact that both valves and seating have been perfectly ground. It must be remembered that grinding tends to lower a valve, even if the action is very slight. It may be that the tappet rods do not allow the valves to close sufficiently. This is particularly true with the exhaust valve. Should the valve stem rest on the tappet rod, the end should be slightly filed or ground to shorten it to the extent that it does not quite reach the rod. It is a safe thing to allow sufficient space between the end of the rod and the valve stem to pass a piece of thin cardboard between the two when the valve is closed. If this space is not left the valve will rest on the tappet and the compression will be impaired.

Statistics of Six Weeks' Accidents.

A committee was named last year by the Premier of France to make a report on accidents due to traffic.

During six weeks a record was kept of every accident that happened in France, and 3,155 was the total. Only 575 of these accidents occurred in the Seine Department, which includes Paris, and, as most of the cases happened in suburbs, the committee did not go into as much detail over these as it did concerning the remaining 2,580 cases, of which 1,325 were due to animal traction, 1,194 to mechanical traction and 61 to pedestrians. Of the 1,194 traction accidents, 673 were occasioned by bicycles, 241

by automobiles, 149 by streetcars and 131 by motor cycles.

The Touring Bicycle Defined.

The conditions which will attach to the test of touring bicycles, which will be again undertaken next August by the Touring Club of France, will be somewhat more radical than those of the events of previous years. It will be open only to what are termed "genuine touring bicycles," which is to say that all must be fitted with two brakes, a free wheel and a two speed gear, the lowest gear of which must not be less than fifty-six inches. The test will last four days, during which a total distance of 240 kilometres will have to be covered over the mountainous road between Chambéry and Grenoble.

To Avoid Burnt Fingers.

Most motorists have suffered at one time or another from burnt fingers after some necessary adjustment to a hot motor. A good way of minimizing the chance of this is to cover the exhaust and other pipes, in such places where the hand or arm may touch them when groping after valve springs, lifter and the like, with asbestos. This may be easily applied by wetting a strip of asbestos card, cut to suitable size, and coiling it round the pipe; when dry, it will adhere sufficiently. Of course, it is inadvisable to cover the pipe more than necessary.

How the Globe Trotter Amuses.

Waldo Lyons is the latest cycling globe trotter to appear before the public. Unlike most of the ilk, Lyons is described as a man of independent means, but he scorns the usual methods of globe trotting and is making his way from town to town on a bicycle. Lyons is a trick cyclist of no mean ability, and he amuses the citizens of the places he visits with difficult feats on the silent steed. He was last seen at Tonawanda, N. Y.

Hartford Motorcyclists Re-elect O'Malley.

At its first annual meeting on Tuesday last, the Hartford (Conn.) Motorcycle Club elected the following officers for the ensuing year: J. M. O'Malley, president; W. F. Hellmund, vice-president; J. J. O'Connor, secretary; Alexander Smith, treasurer; E. D. Pierce, captain; R. E. McCausland, chairman of the house committee. Plans were discussed for holding a series of weekly "talks" concerning motorcycles.

Filing the Chain Rivets.

Frequently the head of a chain rivet will defy the small file usually carried by cyclists and motorcyclists. In such instances, it can be quickly and successfully attacked by applying the edge of the file and cutting down the rivet head from three sides in the form of a triangle.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

THERE WAS ONLY ONE GOLD MEDAL

awarded to Motorcycles at the

ST. LOUIS EXPOSITION

THE INDIAN GOT IT.

The Jury of Awards quickly discovered what is quite generally admitted, *i. e.*

**There is no Motor Bicycle
so good as the Indian.**

THERE WAS

ONLY ONE GOLD MEDAL

awarded in the

**1903 Endurance Contest,
1904 Endurance Contest,
1904 Hill Climbing Contest.**

The Indian won all of them.

In 1902, **3** Gold Medals fell to the Indian in the Endurance Contest of that year; only 3 Indians competed.

Such a consistent accumulation of proof ought to "suggest things" to *YOU*.

HENDEE MFG. CO.,
Springfield, Mass.

Pacific Coast Representatives,
THE BRUNETTE COMPANY
491 Mission St., San Francisco, Cal

THE ETCHING TEST

Process that Will Disclose Composition of Metals and Prove Causes of Breakages.

There is being founded at Vienna by Professor Teilmeyer in connection with the Vienna Technical High School, the Technische Anstalt für Bau und Material-Prüfungen" (technical institute for testing building and constructional material), which is attracting a deal of attention. All sorts of materials are scientifically tested by this institution, which is working in co-operation with the Testing Institute at Charlottenburg. But the greater part of the work it does is undertaking tests of engineering machines, and principal among these are, of course, various brands of iron and steel used in railway, engine and automobile construction.

A special feature of the institution is that it has put itself into communication with technical institutions in nearly every European country for the purpose of accumulating all the information that can be obtained. It is thus in direct communication with the British Iron and Steel Institute and with a large number of railways and engineering societies, both in Europe and in the United States.

It publishes, from time to time, proceedings and brochures on the results that have been obtained, and the data that have been collected, and one of the most interesting of these which will shortly appear deals with the examination of iron and steel for engineering purposes by means of the etching test, which has been found in competent hands to be of the very greatest value for enabling adequate judgment as to the composition and characteristics of any particular brand of iron or steel to be formed. Hardly ever does a crank shaft, a motor cylinder, or similar structure, crack or fail in any other way but that the etching test can be made to disclose the cause. This is a matter, it will be at once seen, of considerable

interest to the designer and mechanical man, as it places in his hands a means by which he can readily and quickly decide what the causes of fracture of an important part have been, and will so enable him to prevent their occurring under similar circumstances again.

All this the etching test enables the man who has learned it to do, and it enables him to find out a great deal more as well.

There is not much puddled or so-called wrought iron used in modern engineering construction. Nearly all the iron used is in reality mild steel that has been originally cast in ingots—the so-called "ingot metal." But if any part of a car or other object is made of puddled iron, the etching test will show this at once. Similarly one of the chief causes of flaws and fractures is the presence of slight impurities in the metal that ordinarily escape the eye. These the etching test enables the observer to discover immediately.

Every bar, rod or similar part in use in modern construction has been rolled down from a steel or mild steel ingot. Now the bottom and top of an ingot provide steel of vastly different quality and strength, though the chemical composition may be practically the same throughout and the chemist could not tell you which end of the ingot, say, an axle, came from. The etching test, however, can show this, and the person who knows how to use it would be able to say at once in the case of a broken crank shaft whether it came from the top or bottom of the ingot, and even whether it came from the outside or the inside of the ingot.

It would therefore appear that the etching test adequately carried out, is likely to yield the greatest possible service to engineers in future, and, considering the high demands, they naturally have to make on their material, it will probably prove of quite exceptional value to automobile engineers.

The etching test is a comparatively simple business. A section of the part to be examined is prepared, and polished, much as a rock section is polished, to make a microscopic slide. The polished section is then subjected for a certain length of time to the action of more or less dilute hydrochloric acid.

This is one method. The structure of the steel is shown by the etching, the softer parts being differently attacked from those that are harder (those which contain most carbon), while the impurities are differently attacked from the metal itself. Another method of etching, which it has been found gives somewhat better and more rapid results, consists in acting on the polished section with a solution of copper-ammonium chloride. This does not attack it very much, but colors the different metals and the impurities differently, and so brings out its microscopic structure.

Of course, it is recognized that flaws ultimately resulting in the fracture of important parts often do not produce their effect until long wear and tear has occasioned that recrystallization of the material known as "fatigue." But the incipient causes of such ultimately fatal flaws are almost invariably tiny gas bubbles or particles of the impurities above mentioned. By showing whether the sample comes from a portion of the ingot likely to contain these, the etching test gives the most valuable indications as to whether it is suitable for the construction of the particular part it is designed to manufacture from it.

One Cause of Short Circuits.

If the cells are not secured against jumping around in the battery box there is a strong possibility of their short circuiting, either momentarily or continuously. This may or may not affect the sparking of the motor at once, but will shorten the life of the battery. Keep the cells well packed or in some way secured against movement.

What is described as a "persistent rumor" is in circulation in British trade circles to the effect that one of the leading makers is about to spring a seven guinea machine on the public. Such a course is generally deprecated, and the rumor cannot be traced to a foundation.

Rims made of aluminum were used in this country as early as 1892. The appearance and speedy popularity of the wood rim destroyed whatever chance aluminum had of coming into general use.

YOU CAN DO WELL THIS WINTER

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LIQUID VENEER

The finest thing on earth for cleaning and redressing frames, rims and all enameled parts of BICYCLES. Excellent for cleaning metal parts.

Simply invaluable for redressing Furniture and Interior Woodwork. Makes everything brand new.

Housekeepers use it when dusting, because dust adheres to the cloth moistened in Liquid Veneer and is carried away, leaving the surface immaculately clean, perfectly dry and highly polished.

Liquid Veneer is in steady demand the year around. It affords a liberal margin of profit to the dealer. Extensively advertised in the leading periodicals. See the Ladies' Home Journal, Munsey's, McClure's, Everybody's and others. Write for our propositions to the trade.

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Buffalo, N. Y

That famous Motorcycle, the

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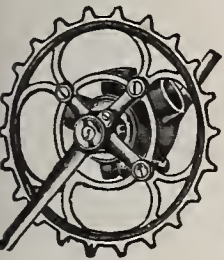
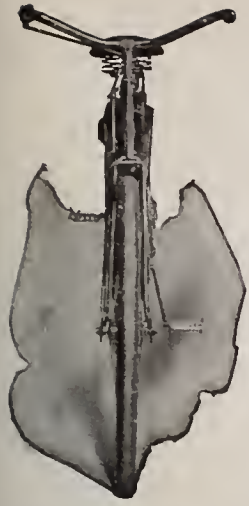
With its

**Cushion Frame, Spring Fork and
Combination Steel and Leather Belt**

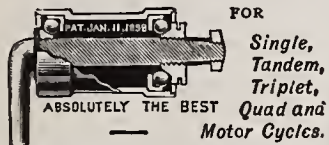
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and reliability.

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Lightest, Nearest Dust Proof, and
Easiest Running Hanger in the World.

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HUDSON BICYCLES

Sole manufacturers of the celebrated

D. and J. HANGERS.

Write for our terms and prices, and special territory proposition.

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THE HUDSON MFG. CO., - - Hudson, Mich.

The King's Highway."

TO THE GATEWAYS OF COMMERCE THROUGH THE CENTERS OF POPULATION,

adding greatly to the interest of your
journey, without increasing its expense
beyond what you would expect to pay
for the "best," which you secure if
you travel by the

NEW YORK CENTRAL LINES.

A Copy of "Four-Track Series" No. 13,
"Urban Population in 1900," will be sent free, on
receipt of a two-cent stamp by George H. Daniels,
General Passenger Agent, New York Central &
Hudson River R. R., Grand Central Station
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VOTE

The Man at the Bench usually knows
more about the merits of the material
used than the Man who buys.

If a vote on Tubing were taken

Your Factory Men

would universally declare that there's no tubing
to equal Standard Tubing because of its accuracy
—its finish—its freedom from scales, and the
general all round satisfaction it gives.

Get our prices—they're right. and our deliveries prompt.

The STANDARD WELDING CO.

CLEVELAND O.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Experienced salesmen having established trade to sell well known line of high class bicycles on commission. Address D. B., care of Bicycling World, Box 649, N. Y.

WANTED—Practical man with about \$700 as partner in established Bicycle, Electrical and Motorcycle business. Address "Electric," care Bicycling World.

WANTED—Experienced Salesman to represent large Jobbing House in nearby territory—New York, New Jersey, Pennsylvania. Address Near-By Salesman. Care of Bicycling World.

FOR SALE—Rambler Motorcycle, latest 1904 model; run 648 miles and in A-1 condition; two-inch G & J Tires and large horn. Best offer takes it. J. H., 604 Third Ave., Flint, Mich.

WANTED—Everyone interested in motor bicycles to purchase "Motorcycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co, 154 Nassau St., New York City.



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For chain and belt-driven machines
1 3/4 H.P. 4 3/8 in. wide, 17 1/2 in. high

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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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Special Stampings FROM SHEET METAL

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HIGH GRADE

wheels must have the
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There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having **Frictionless
Rocker Joints.** Insist on having the
Morse Twin Roller. Fits regular
sprockets.

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Bicycle and Automobile SUPPLIES.

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CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

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AURORA, ILL.

Bicycles and Motorcycles

HIGH-GRADE LEADERS.

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Write for terms.

JOHN S. LENC'S SON & CO.

93 Reade Street, NEW YORK,

CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

772,759. Handlebar support for bicycles. George F. Tiffany, Hutchinson, Kan. Filed November 19, 1903. Serial No. 181,860. (No model.)

Claim.—A. A device of the class described, comprising a supporting arm provided with a squared shoulder defining a reduced threaded extension, an adjustable handlebar clamp revolvably mounted on the extension and provided with a correspondingly squared socket adapted to receive said shoulder, and a nut engaging the threaded extension for contracting the clamp and locking the same in engagement with the shoulder.

772,856. Sparking plug for combustion engines. Charles H. Wisner, Flint, Mich., assignor to Peter P. G. Hall, jr. Filed July 24, 1902. Serial No. 116,766. (No model.)

Claim.—1. A sparking plug for combustion engines, provided with an outwardly extending passage opening into the cylinder, a second passage larger than the first passage forming an outward extension of the same, a raised shoulder on the surface of said plug between the ends of said passages, said shoulder surrounding the inner end of the first mentioned passage at a distance therefrom, a disk made up of one or more sheets of mica resting upon said shoulder, means for holding the mica, and an electrode secured to said disk and extending along said passage.

773,168. Sparking Plug. Charles F. Splitdorf, New York, N. Y., assignor to Electric Vehicle Company, Jersey City, N. J., a Corporation of New Jersey. Filed March 13, 1903. Serial No. 147,610. (No model.)

Claim.—1. The combination with a sparking plug arranged in the secondary circuit of an induction coil, of a pair of opposed auxiliary conducting members in said circuit separated by a spark gap, a supporting holder of non-conducting material for said conducting members, and means for securing said holder upon said plug.

OILERS.

"PERFECT"



25c.

"GEM"



5c.

"LEADER"



10c.

"CROWN"



5c.

"STAR"



10c.

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Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
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Catalogs showing stock goods mailed upon request.

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, November 12, 1904.

No. 7

SUES CONTINENTAL

Single Tube Co. Strikes Direct at the Tire Makers and Seeks Injunction.

Although already possessed of an injunction secured against a purchaser of Continental tires in Massachusetts, which restrains the sale of those goods in that State, the Single Tube Automobile & Bicycle Tire Co. has now struck directly at the fountain head.

On the 1st inst. they instituted proceedings against the Continental Rubber Works themselves in the U. S. Circuit Court for the Western District of Pennsylvania at Pittsburgh. They, of course, allege infringement of the Tillinghast patent and pray for an injunction and accounting.

Winding up Bean-Chamberlain.

Harlow P. Davock, the referee in bankruptcy for the Bean-Chamberlain Manufacturing Company, Hudson, Mich., has served notice that a meeting of the bankrupt's creditors will be held in Detroit on Tuesday next, the 15th inst. At this meeting the trustees' report will be passed on, and a first dividend of not to exceed 10 per cent will be declared on all proven claims. The referee also gives notice that the final meeting will be held in Detroit on February 21, when the last dividend will be declared and the estate closed.

Aurora Says no Reduction.

Although the information was obtained from one of their patrons, the Aurora Automatic Machinery Company write that the statement published in last week's Bicycling World that the 1905 price of motor bicycles employing the Thor outfit would be \$200 instead of \$210, is incorrect and unauthorized. They say that not only has the price not been reduced as stated, but "in all probability there will be no change in the list price," which, if it proves to be the case, will cause many frowns and wry faces in the trade and out of it.

The Retail Record.

Monroe, Mich.—Frank T. Keegan succeeds Keegan & Keehan.

Salamanca, N. Y.—Salamanca Cycle Works, fire damage \$1,000; insured.

Tire Branches Planted in New Places.

A general shifting about has marked the tire trade in Buffalo during the last few days. The Hartford Rubber Works Co. have leased the old George N. Pierce Co.'s store, in Main street, and are removing from their former location, 22-26 Chippewa street. The Diamond branch has leased quarters in the Rich Building, at Main and Tupper streets, and will take possession on December 1. The Fisk Rubber Co. have removed from 28-30 West Genesee street to the large stores at 893 Main street, formerly occupied by W. C. Jaynes. They have also obtained possession of the large building immediately in the rear of the Main street address, which will give them a plenitude of elbow room. The latter building is being fitted up as a repair shop, which will include also a recovering plant and a battery of vulcanizers, which will permit the repair on the premises of anything from a bicycle tire to the largest automobile tire in use.

What October's Weather Did.

The magnificent weather during October had an unusual and unexpectedly good effect on the cycle trade. From all accounts it was one of the best fall months, if not the best one, that the trade has enjoyed during late years. As an instance, C. W. Leng, of John S. Leng's Son & Co., remarked this week that he had sent out several of his men on a collecting tour, and with small idea of making sales; he was correspondingly amazed at the volume of orders they sent in. The stack of well filled order blanks which he exhibited in support of his statement was in itself impressive.

Made Big Sale of Tires.

"Our October business in bicycle tires was the second largest October in the history of our company," was the cheerful news let drop by S. G. Rigdon, the aggressive representative of the Goodyear Tire & Rubber Co., who was in New York this week.

Banta Makes a Change.

A. J. Banta, who for several years has travelled the East in the interests of the Pope Mfg. Co.'s Western department, severs that connection on the 20th inst.; he has engaged with the Locomobile Co. of America.

TO TINKER TARIFF

Philippine Figures to be Revised—Bicycles Will Suffer by Proposed Change.

Washington, D. C., Nov. 10.—A new tariff act for the Philippines is in sight, the Collector of Customs at Manila having just forwarded to the War Department the full text of the projected revision of the present Philippine tariff act.

The rates that have been submitted are now undergoing careful examination at the hands of the tariff experts in the Bureau of Insular Affairs, and in the meantime the War Department has extended an invitation to the manufacturers and exporters of the United States who are interested in the subject to make suggestions and recommendations, to be considered with a view to amendments before the final adoption of the new tariff act. Those desirous of offering any suggestions or recommendations should send them to the Bureau of Insular Affairs, War Department, Washington, D. C., not later than November 23, 1904.

In order that manufacturers may know what changes have been proposed in the bicycle schedule of the Philippine tariff act, the present rates and those now proposed are herewith given. Bicycles come under Item 252 of the Philippine tariff act, the present rates being as follows: Complete, except lamps, \$5 each; detached parts and accessories thereto, including lamps, net weight, 30 cents per kilo. Velocipedes come under Item 253, and are dutiable at the rates of \$2 each.

Under the proposed law Items 252 and 253 are consolidated to read as follows: "Item 252. Bicycles and velocipedes and detached parts and accessories thereto, including lamps, 25 per cent ad valorem."

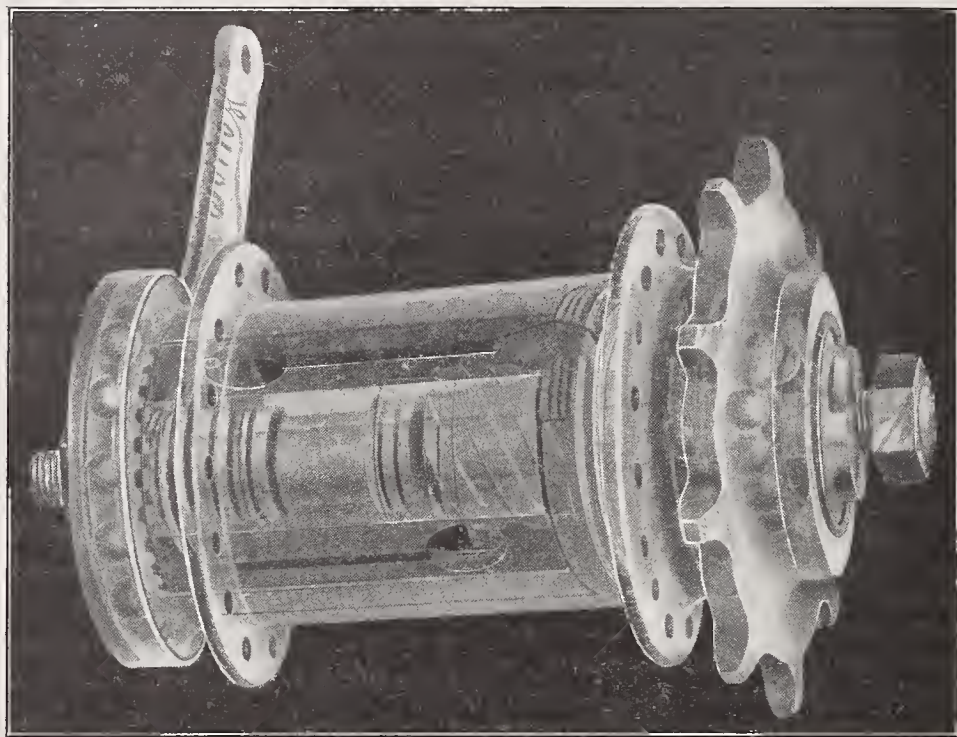
Death of an Old Dealer.

Edwin A. Legg, a former bicycle dealer of Syracuse, died in that city last Saturday. He retired from business three years ago, and has since lived in Oneida. He died while visiting at a friend's house in Syracuse.

THE MORROW OF TODAY

Improvements Made the Coaster Brake that "Set the Fashion to the World."

Good as it was during the current year, the "good old" Morrow coaster brake—or, possibly, it may be more correct to say, the good new Morrow—will be better than ever for next season. The improving effort which has always marked the policy of its makers, the Eclipse Machine Co., is plainly and substantially in evidence in the new model, the



first of which was shown in New York this week.

Exteriorly the only change of note is the employment of a smaller arm which fits more snugly to the rear stays. Superficial as this change may seem, that it enhances the appearance of the coaster brake the accompanying illustration attests.

In its interior construction three changes have been made that make for better service and the satisfaction of the users, and are, of course, born of the experience of the past year. (1) Formerly, pins were employed to hold the clutch to the brake sleeve. These pins had a tendency to break, and of course trouble ensued. This has been ingeniously and effectively remedied by the employment of a circular retainer, which holds the two parts of the driving clutch together and obviates entirely the use of pins.

(2) The interlocking gear teeth on the end of the brake sleeve, and meshing with teeth on the arm side of the comb, have been greatly enlarged, thus preventing any possibility of failure in operation, or failure to hold when they are in mesh.

(3) The third substantial improvement in the Morrow consists of a slotting device which now locks the axle bushing fast to the axle and prevents any likelihood of slipping or binding.

Offers a Seasonable Sign.

William McDougald, one of the few progressive dealers remaining in Chicago, is up betimes. Appreciating the value of reasonable suggestion, he has had printed a show card on which appears in large, clear display type: "Bicycles make useful Christmas presents and birthday gifts. For sale here." It is designed, of course, to be displayed in the show window or on a bulletin board. As he has had a supply of the cards printed, Mr. McDougald offers to send one free of cost to all dealers who ask for it. He is located at 357 North State street.

SOME SHRINKAGES SHOWN

Two Big Bristol Concerns Have Bad Year —Lamps and Saddles Show Profits.

As if to bear out the belief that the season just ended has been a bad one, the last batch of British company reports has been in disagreeable contrast to the earlier ones. Losses are shown, some of them very heavy.

The palm for the unenviable distinction is borne by Rudge-Whitworth, a most surprising and unusual showing. Whereas the season of 1902-'03 was the best in the company's history, the profits being more than \$170,000, that of 1903-'04 was the worst; the profits reach the very modest sum of \$36,175. The greater part of this money was absorbed by a 6 per cent preference dividend, while sufficient money was taken from the reserve to combine with the balance and pay 5 per cent on the ordinary stock. The fact that the figures given cover only eleven months trading, the fiscal year having been changed so as to end July 31, makes the showing slightly worse than it really is.

In some respects the showing of the Rover Cycle Co. is even worse than that of Rudge-Whitworth. An actual loss is reported, it being \$6,845, as compared to a profit of \$65,405 for the previous year. Of course, no dividend on any class of shares was declared. The Premier Cycle Co., another of England's old established and heavily capitalized concerns, is the third big company to make a bad showing. Its profits on the year's business shrunk from just short of \$100,000 in 1902-'03 to \$22,265 for eleven months of 1903-'04. A dividend of 7½ per cent was paid on the preference shares, this absorbing a few hundred dollars more than the amount earned.

The Triumph Cycle Co. has also experienced a considerable shrinkage in profits. From \$55,000 in 1903 they dropped to \$29,180, out of which the debenture interest and a preference dividend of 5 per cent were paid.

As was expected, the New Hudson Cycle Co. had a good year, its net profits being \$40,590, as against \$41,000 in 1903. Out of this preference and ordinary dividends were paid and a substantial sum carried forward. The concern is one of the few that are not overcapitalized. It confines itself to the manufacture of popular priced machines, unlike the other companies mentioned, which have always charged higher prices.

Three of the fittings companies have also submitted reports, viz., Brampton Bros., Joseph Lucas and J. B. Brooks, makers of chains, lamps and saddles, respectively. All show handsome profits. That of Brampton Bros. is \$28,105; Lucas, \$55,395, and Brooks, \$61,815.

Odd Ruling on Instalments.

An Australian court recently passed on an interesting point of law bearing on machines sold on instalments. It appears that a Melbourne dealer sold a bicycle on time payments to a man whose goods were afterward levied on by bailiffs. The dealer went to his customer and obtained from him an order on the bailiffs for the machine, which the latter agreed to hand over provided the complainant paid the costs of the levy, amounting to \$5. This he refused to do, and sued the bailiff for the recovery of the machine. The bench dismissed the claim with \$5 costs, the chairman telling the trader that he should have accepted the bailiff's terms.

Still Hugging a Delusion.

"It is a commentary on the hopelessness of fighting a hostile tariff that not a single British cycle manufacturer is exhibiting at St. Louis," remarks the C. T. C Gazette. "This is a pity, as even one high class exhibit might have shown that we will still lead the world in cycle construction."

It is reported that a movement is on foot among British makers to secure the establishment of 1905 prices that will yield them a reasonable profit. The movement is thought to be directed against the eight guinea price.

LITTLE THINGS THAT COUNT

The Loose Grip as an Instance of How Customers are Lost.

The unpolicy of a shilly-shally policy adopted by a dealer came under notice not long ago. The slipshod method of doing things was brought to light by a very small matter, but it is instructive because it appeared to be only a sample of the methods in force.

A machine was left with the dealer to have a pair of new grips put on—the former having first been purchased over the counter. When the owner called for the machine the dealer was away from the store, and his assistant brought it out. He seemed ill at ease about something, and after a little hesitation remarked, as if easually that the rider had better be a little careful with the grips as he was not sure they were well set. This the rider found out for himself almost at the same instant; for upon taking hold of the grips he found that they were both loose. A little annoyed, he said he would leave the machine to have the job finished. With many many apologies, the assistant returned to the shop with the machine.

A few days later the owner called again for his machine. "All right now, I hope," he remarked as he took the wheel again, this time also from the assistant. "I think so," was the reply, but by no means in a convincing tone. The reason for this was revealed when the grips were tried and found to be still loose.

"I told the boss that cement was no good," exclaimed the assistant, driven to bay by the customer's anger. "There's no use monkeying with it. We have got to get some of the old kind, and I'll see that it holds your grips fast"—but the customer had taken machine and self out of the store.

Evidently, it was well known that the cement used was worthless, but its replacement by a brand that would prove satisfactory was put off. One customer was lost, as seen, and how many more there is no way of telling. Yet that dealer would probably point to his loss of trade as an evidence that the bicycle business has gone to pot.

Tricycle Invention on Automobiles.

It is interesting to recall that the late James Starley, who is often termed the father of cycling, had his first cycle workshop in a fowl pen in a yard in Coventry, from which the roof was removed to convert it into a smithy. Although the public monument erected to the memory of John Starley at the corner of Coventry Green faithfully records his services to the cycle trade, few people to-day know that it was to his genius that we owe not merely the spider or suspension wheel, but the tangent spoke. He also invented the tricycle, and the develop-

ment of the three-wheeled cycle induced him to invent the differential or balance gear, which is found to-day on every motor car, and whose duty is to permit the two driving wheels to run at varying speeds, so that when a corner has to be turned one wheel is taking up the driving stress and the other is running free. Without this, too, it would be impossible to steer at high speeds, so that the Coventry inventor "built much better than he knew" when he designed his first differential.

What German Dealers are Doing.

There is life in the German Cycle Dealers' Association. At the recent well attended general meeting, held at Cologne, the following resolutions were carried unanimously, and will at once be put into execution.

The central office will in future (a) organize a debt-collecting department, to be used only by members; (b) circulate at regular intervals lists of bad payers who give much trouble and try to avoid payment by all means; (c) make arrangements with an inquiry agency to obtain cheaper quotations for members; (d) make arrangements with insurance offices to obtain the lowest premiums for accident, life and other policies required by members; (e) have a stock of all printed matter required by cycle dealers, such as contracts, postcards, etc., etc. The meeting declined to continue making arrangements for a general purchasing agency, which has not met with the favorable reception at first anticipated.

The association closed last year's accounts with a net profit of \$2,750. It was also agreed that the expenses hitherto paid to committee members when attending meetings will in future have to be borne by the members themselves. The association has over three thousand paying members.

Lowered Prices Scare the Britishers.

It has been calculated that the latest drop in British cycle prices will result in a loss of nearly \$1,000,000 to the trade. There is a belief in many quarters that no profit commensurate with the capital invested can be earned on 8 guinea (\$40) machines, and, as the total profits of the makers in 1903 did not reach \$1,000,000, it is felt that a crisis has been reached, and that 1905 will be a year of disaster.

On the other hand, there are indications that not a few six-guinea machines, made, of course, by the lesser concerns, will be marketed. There are even machines advertised in the British cycle press at \$20 and \$25, made, apparently, by reputable and responsible concerns, and containing rim brakes and other essential British "fittings." Compared to these \$40 machines seem almost high priced.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

DIFFERENCE IN DEALERS

Contrast that Throws Light on Causes of Cheap Wheels and Small Profits.

There is one marked dissimilarity between the ways of British and American dealers when prices are in question. That is, the practice, on the part of the latter, of emphasizing the cheapest lines, and, by the former, of featuring the high priced models.

So thoroughly imbued with the virus of cheapness is the average American dealer that all his actions are influenced by it. If he puts a price tag on a machine placed in his window it is pretty sure to be one of low cost. If a customer enters the store and asks to be shown a machine, without mentioning either make or price, the same plan is adopted by the dealer; he shows a cheap machine. If the prospective customer asks for a high-priced wheel, or makes it plain in other manner that he has no liking for cheap stuff, the dealer's manner changes and he hastens to sing the praises of high grade goods. He is usually in earnest, too. He knows that both parties will be benefited if a high-priced machine is chosen; but he is so entirely possessed with the idea that the great majority of people want cheap machines, and so much afraid that if he shows high-priced ones it will be thought that he does not carry cheap machines, that he puts the latter first.

Heretofore the British dealer has pursued just the opposite policy. He has stocked the cheap machine and sold it where he could not persuade the purchaser to take something better. But he has always kept the best machines to the fore. They decorate his windows and occupy the choice places in his salesroom. They are the object of his admiration, and he loses no opportunity of pointing out the difference between them and the cheap crocks. Indeed, the latter frequently serve only as "horrible examples," to illustrate the great gulf that separates them from the first-class machines.

Americans who travel in Great Britain are quick to notice this difference. "Why is it that bicycles cost so much more there than here?" one old rider asked us a few weeks ago. "You see machines in the windows of cycle stores labelled £15 and £16, and all the way up to £20; and while they seem to have cheaper machines in stock they apparently do not want to sell them, and do not seem to want to talk about them, even."

The difference in the two attitudes means a difference of hundreds of dollars in the yearly receipts of nearly all dealers. If our own trade would take a more determined stand in favor of the higher grades, and bend every energy to the task of convincing customers that they are worth the difference in price, they would materially benefit themselves. Some of them do this now, and the practice of the entire trade is an improvement over that prevalent a few years ago, but there is still considerable room for more improvement.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.
This is the fourth year that I have ridden this
wheel and would not trade it for a new one of
any other make. E. F. HAMMOND.

For Agency Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

IF YOU WANT PROTECTION



BUY

Fisk Line of Bicycle and Motor Tires.

Prices once made remain. Goods delivered as Samples shown.

No Cut-Throat Dealers can get them. Invest in them.

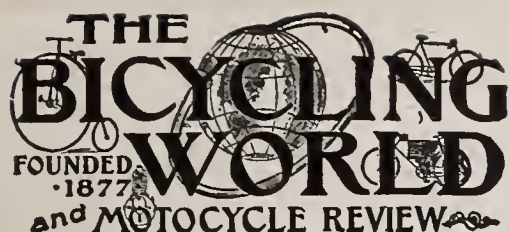
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should

Address us at P. O. Box 649.

NEW YORK, NOVEMBER 12, 1904.

A Friend in Need.

While there remain in the trade those who still look askance at the motor bicycle and who are inclined to question its future, it is undoubted that it has proven "a friend in need" to a number of retailers during the season just closing.

The term "just closing" is used advisedly; for, while the sale of bicycles practically ceased weeks ago, the fall trade in the motor driven machines has been astonishing. Whether this is due to the head winds that blow at this season of the year is an interesting speculation. The fact remains, however, that all those dealers who embraced the motor bicycle for what it is and what it holds, have, during the past two months, accounted for a volume of business that has brought many welcome dollars into their coffers and added interest and activity to what is usually a deadly dull period of the year.

We do not state the case too strongly when we assert that but for the motor bicycle a number of retailers would have failed to

make ends meet, and would necessarily have been compelled to close their doors had they relied solely on the pedal propelled article. We know not less than three dealers of this sort in this immediate vicinity. The information comes direct from them, and that others of the sort exist we have means of knowing. In several of these instances the sale of motor bicycles has actually exceeded that of the motorless machines; in one case the proportion is as two to one.

It may be that the motor bicycle has not attained that position which entitles it to the preponderating attention of the whole trade, and that in some cases it may be the better part of wisdom to hold aloof, but we do maintain that it has demonstrated both practically and commercially that it can be no longer considered slightlying. Its inning cannot be much longer postponed.

Tariff Tinkering Again.

In their effort to revise the Philippine tariff, the Washington authorities are displaying the same stupidity and lack of information that have characterized their every attempt to deal with bicycles.

It would seem that even school children should be able to grasp the fact that to substitute a duty of 25 per cent ad valorem for a specific levy of \$5 is "piling on the agony" instead of affording relief or offering encouragement to the cycle trade. The tariff tinkers must be possessed of queer ideas of the cost of bicycles, since the only effect of a 25 per cent duty would be to stimulate the sale of the very cheapest and most undesirable grades. On the better goods, it would be equivalent to an increase of from 20 to 40 per cent. The shipment of bicycles to the Philippines has shrunk to such small proportions that there are good reasons why they should be placed on the free list. If the islands lack anything they lack good roads and improved means of locomotion. The bicycle undoubtedly promotes both, and, as one of the "advance guards of civilization," it should be encouraged whenever and however possible. A minimum duty or no duty at all would be in the nature of encouragement, and also would prove of some small assistance to an industry that requires all the assistance it can obtain.

The officials who are revising the Philippine tariff solicit suggestions. The cycle trade cannot afford to be backward in the matter, and, if opportunity prevents, to condemn also the 45 per cent imposition on cycle imports into this country. As an exam-

ple of protection that does not protect and that is wholly unnecessary, it is illuminating. It not only does not protect, but is positively injurious. It serves and for years has served only to make harder the way of the American cycle salesman abroad, and to place in the hands of his foreign rivals a means of poisoning the American bicycle in the other lands—a means that the Germans in particular have turned to their great and growing advantage.

Rear Stay Improvement.

As showing the great improvement that has taken place in bicycle construction during the past half-dozen years, the lack of complaint regarding front fork breakages and the weakness of rear stays is remarkable. Formerly they, and especially the first named, were the cause of every day denunciations.

In commenting on the matter it should be borne in mind that the bulk of machines to-day are subjected to no such treatment as fell to their lot in the last century. Cyclists, as a rule, do not ride so far or so hard as they formerly did. There is now no such abuse, much of it done knowingly, of machines as there was. Riders do not try to wreck machine, or put them to unfair tests, in order to prove them better than rival makes, as was once a common practice. They now use them legitimately, regarding them as marvellously constructed pieces of machinery that merit some consideration.

At the same time, there are still hard riders, both on track and road, and that they experience little or no trouble is conclusive evidence that the bicycle of to-day is as free from weakness and imperfections as anything made by human hands can be. Front forks almost never break nowadays. This is because they are scientifically designed. The stem is made of tubing of heavy gauge, reinforced for a sufficient distance above the crown to render its sheering off where the reinforcement stops a remote contingency; the fork sides are of a shape, thickness and curve that will successfully resist the varying shocks to which they are subjected; and the crown is of such design and strength that it joins the stem and sides in such a tight and firm manner that, when properly brazed, this joint is one of the strongest parts of the whole, instead of an element of weakness.

The weakness in rear stay construction has been corrected by the use of the same intelligent methods. This part of the frame

is subjected to greater strains and stresses than it ever was. Gears are higher than they were a decade ago, which means, of course, a greater liability to twist on the part of the tubes forming the stays. This is trifling, however, compared to the strain imposed by the coaster brake. Even when the brake is applied gradually but strongly there is a decided tendency to deflect the right stay—that taking the strain of the braking arm. But when the brake is applied with a jerk and the rear wheel locked, as it frequently is, the stay must be a strong one to successfully resist kinking. Occasionally, and especially in very hilly districts, this does happen, but not often.

For these reasons the rear stay construction must be exceptionally strong if trouble is to be avoided. The absence of complaints bears out the assertion that it is strong. If we subject a machine to the time-tried test of grasping the chain firmly in the hand just back of the front sprocket wheel, and squeezing it, it will be noticed that there is a very slight, scarcely perceptible, deflection of the crank hanger will take place. Some stays are so strong that the hanger can scarcely be deflected at all by this test.

This result is reached simply by using a fairly heavy and stiff tube of generous diameter for the stay—say an 18 or 20 gauge x $\frac{1}{8}$ inch—and reinforcing it just back of the crank hanger. Only a few, a very few, ounces are added to the weight, and the gain in efficiency is out of all proportion to this increase.

Motorcycles that are Wanted.

There is considerable merit in all that Mr. C. H. Minchin says regarding motor bicycles in his communication which is printed in another column. To-day the 110-pound bicycle which he states is his personal mount is relatively a light weight, but we are not yet ready to subscribe to the sentiment that one weighing 40 or 50 pounds less will prove lacking either in comfort or durability. Those contentions are reminiscent of the days when the demand for light weight safety bicycles was making itself heard. We recall the poohpoohing with which the first response to this, the 19-pound Keating, was received. Few men were willing to trust their bones on it, and we ourselves heard one of the largest and most successful manufacturers of the times declaim with the utmost vehemence, emphasized by angry and impetuous pounding of a table, that no road bicycle fit for use or that would hold together a month

could be built to weigh less than 40 pounds. Two or three years later he was turning out 20-pounders in thousands. There is this also to be said on the motorcycle subject: Although the man in the country or the suburbs who is possessed of a stable or outhouse may not object to weights of 110 or 120 or 160 pounds, to the "flat dwellers" in the big cities, or even householders who must store their machines "down cellar," the difference of 40 or 50 pounds is a serious one. It means an item of from \$24 to \$36 or more per year for storage, to say nothing of the inconvenience of never having the machine close at hand when it is wanted.

Mr. Minchin's plea for a "business man's motor bicycle" of about 70 pounds and capable of a speed or not exceeding twenty miles per hour, is timely, and the fact that he is a dealer lends force to what he says. The general run of dealers will, of course, make little of the suggestion and answer it by stating that one of the first questions of prospective purchasers is, "How fast will it run?" thus implying a craving for speed. But we believe that Mr. Minchin is right, and that ultimately a real motor bicycle such as he describes will appear, and will enjoy the future he depicts. We say a "real motor bicycle" to distinguish it from existing toys that closely approximate it, and that are productive chiefly of perspiration, profanity and disgust.

That there is room, also, for a drop frame motor bicycle and a drop front motor tandem we are as one with Mr. Minchin, and have so stated on previous occasions. The average woman cannot or will not mount the diamond frames now offered her, but the grip control has placed within her grasp a bicycle that will enable her to go anywhere and far without fatigue or lagging, and she deserves to have it placed at her disposal. When she gets it there is no doubt but that there will also result a quick and marked increase in the sales of the diamond frames. "Where women go, men follow."

The "Citizens' Cup," for which members of the New York Athletic Club raced on Election Day, is practically the only remaining link that connects the cycling of yesterday—or, rather, the day before yesterday—with the cycling of to-day. It has been competed for on every form of bicycle save one—the motor driven kind. It is the only cycling trophy of any sort that has "survived" the successive ups and downs. If the cup could talk, what a tale it could unfold!

Minchin on Motorcycles.

Editor The Bicycling World:

Concerning the weights of motorcycles, I may say that I have ridden several machines during the past three years, and my experience is that a rather heavy machine is desirable, considering the speed at which one travels, because it rides steadier and one feels the vibration less.

If the weight is reduced to seventy-five or eighty pounds, the machine must be geared to run slower, or I do not believe it would hold together long enough to give satisfactory service for the amount invested. I think this can be done with satisfactory results for ordinary purposes. A motorcycle is not required to travel at thirty to thirty-five miles an hour, as the machine I am now using will do. It weighs 110 pounds, which I do not think is too heavy (considering its speed), and has $2\frac{1}{4}$ -inch detachable tires, which are none too large.

I am satisfied with the weight, tires, etc., as they are now, but do not feel that it would be safe to reduce the weight unless the speed also is reduced.

I think the ideal business man's motorcycle of the future (and that it will be a great future I have no doubt whatever), will be capable of travelling from four to about twenty miles an hour, and capable of climbing any ordinary hill at fair speed without any assistance from the pedals. It will be equipped with large tires, practically non-puncturable and non-skidding, and weigh considerably less than 100 pounds; and the quicker the makers turn out machines on these lines the quicker we shall be able to sell machines to business men.

There will still be a demand for fast motorcycles, but speed is not the greatest requirement. It seems strange that no maker here is marketing a drop frame model, when there are several in Europe. Only last week I had an inquiry for a drop frame model, but at present I know of none made in this country.

C. H. MINCHIN, Greenwich, Conn..

Discovered a Lubricant.

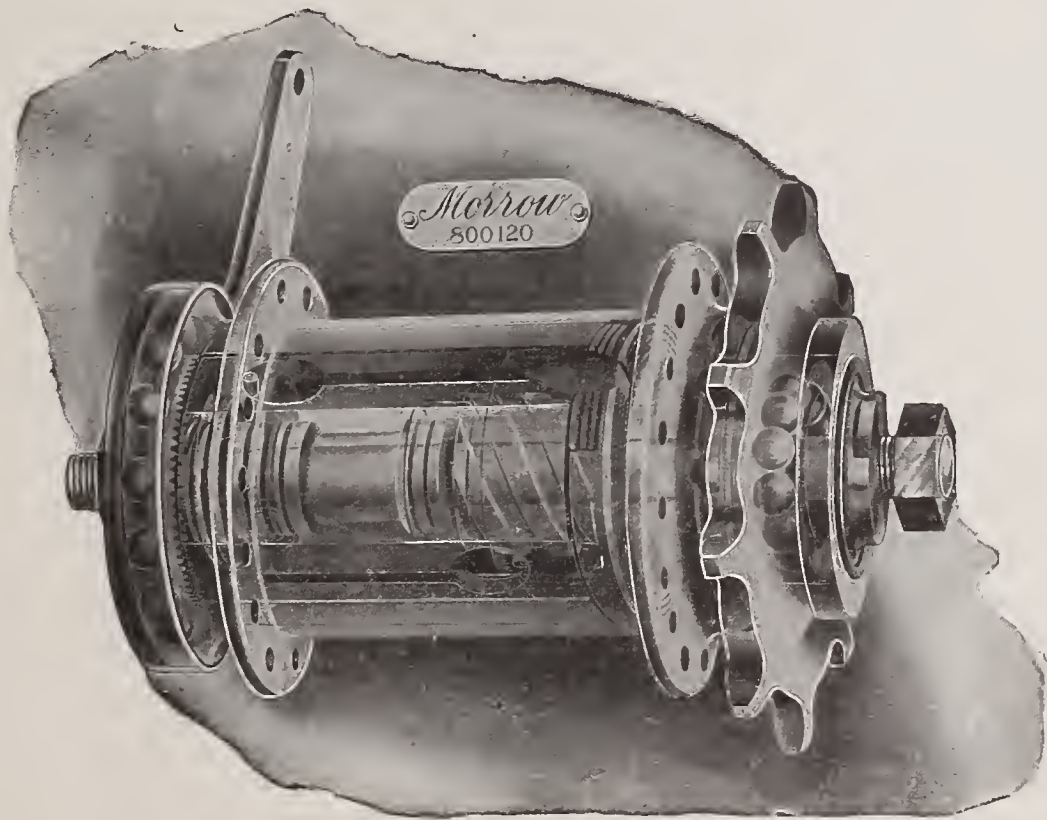
Editor The Bicycling World:

Although I use a motor bicycle for all long rides, I have also a bicycle in commission, and the ownership of both resulted in a discovery regarding the lubrication of coaster brakes for the pedal propelled machines.

This spring, while cleaning my Cleveland, I found we had no Albany grease, so as a substitute I used Indian motorcycle oil in all bearings. The brake is the old pattern of Morrow—the kind that tells you when it is dry. Up to date the brake has not let out a sound, and inspection after a season's use proves that there is enough of the oil left to lubricate for six months more. A Corbin Duplex used by a member of my family has also proved that motorcycle oil (and plenty of it) is a splendid lubricant for coaster brakes.

GEO. N. ROGERS, Buffalo, N. Y.

After all,
there's no Coaster Brake
quite so good
as the
MORROW



This is the almost universal
verdict of the many who
have tried the others, only
to come back to the MORROW

ECLIPSE MACHINE CO., Elmira, N. Y.

FRANK WALLER NOT DEAD

Veteran Returns to America after Absence of Two Years and Disproves Report.

Frank Waller, who was reported to have died in London some months ago, returned to New York last week with his nine-year-old son, after an absence of nearly two years in Australia and England. He left San Francisco for Australia on November 24, 1902, taking one motor pacing machine with him. In Australia he paced Smythe, "a seventeen stone amateur," as Waller described him, for the amateur paced records. He also competed in some motor races there, and paced Major Taylor in his training and in a few short distance paced races.

From Australia Waller went to England, arriving there in April, 1903, after a journey of six weeks by boat. He went on the same steamer as Dicketmann and Robl, who had been racing on the Australian tracks behind motor pace. Robl had made an agreement with Waller for the latter to act as his pace-maker when they arrived in Europe, but Robl left the ship at Naples and did not keep his part of the agreement. As Waller had no written contract with the German pace follower, he remained on the ship until he reached England.

Waller went to London, and, as he had sold his motor pacing machine in Australia to pay his passage, he went to work building motor bicycles. He worked for Arthur A. Chase, the famous English pace follower, in the latter's factory near the Crystal Palace track. His wife and children joined him in London, two of his children having died since he began his trip around the world. Though he is now more than forty-five years old, Waller says he may enter the six-day team race in Madison Square Garden next month.

He says that the English motor bicycles are not to be compared in appearance to American machines like the Indian and others. Most of the British machines are very heavy and cumbersome and have wide treads. The belt drive is used there almost exclusively, though the Humber firm makes a chain-driven model. The majority of the machines are of either 5 or 3½ horsepower. The 5-horsepower models weigh about 145 pounds, and the others fifteen or twenty pounds less. The weight is frequently increased by extra coils, accumulators, band brakes and other fittings. The machines are regularly fitted with mud guards and a frame on the back wheel which can be used as a luggage carrier or to hold the wheel clear of the ground while making repairs.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

Cassidy Again Delays Improvement.

Despite the fact that for several years Fulton street—more popularly styled Jamaica avenue, one of the chief outlets from Brooklyn—has been in a dangerous condition, every effort to secure its improvement has failed. President Cassidy of the Borough of Queens, in whose jurisdiction the street lies, has repeatedly excused his inaction on the ground that his appropriation was insufficient. At the same time he has found ample means to improve many side streets, the paving of which adds to real estate values.

The demand for the improvement of Jamaica avenue, however, has become so insistent that Mr. Cassidy has finally induced the city council to pass an ordinance requesting a bond issue of \$15,000 for the repaving of this street. While this appears to hold hope, those "in the know" say that it is merely begging the question, and is a further attempt on Mr. Cassidy's part to postpone action, as he is well aware that the city has already exceeded its bonded indebtedness, and that no money can be obtained from that source. These same insiders maintain that if he so willed he could very easily do the work out of his regular repaving appropriation, but, as stated, he seems to incline to paving the little used streets for purposes of his own. Unless a determined effort is made, therefore, it is probable that the street will remain in its present disgraceful and dangerous condition.

It will be recalled that about a year ago a cyclist, in endeavoring to dodge one of the many holes in the street, was precipitated in front of a streetcar and almost instantly killed. The probability of a repetition of such accidents and the prospects of suits for damage do not seem to influence Mr. Cassidy or the authorities in any way. Their absolute indifference to the matter is almost suspicious.

Prince Comes Back; also Lawson.

John S. Prince and Gussie Lawson returned to New York from Europe on the Oceanic on November 9. Prince went over as an emissary of the promoters of the six-day race in Madison Square Garden, and Lawson had been racing behind motor pace in France and Germany. Lawson competed in but three races, in two of which he was defeated, the other resulting in a victory. He attributed his poor showing to the fact that he had not raced for several years, during which he acted as pacemaker for Robert Walthour. He will be with the latter again next season, when Walthour begins racing behind motor pace.

While he was abroad, Prince visited France, Germany and England to investigate the chances for building indoor tracks. He said that the outlook was so good that he would return to England, where he expects to be able to build coliseum tracks in some of the interior cities. If his plans do not miscarry, Prince will have a team of American riders sent over to compete on the tracks after they are finished.

RACED FOR "CIT'S" CUP

Long Mark Man Gets His Name on the Famous and Time-honored Trophy.

J. M. McGinley won the annual fifteen-mile handicap road race of the New York Athletic Club, which was run on Election Day over the Westchester County roads, near the club's country house at Travers Island. The course was from the clubhouse along the Pelham Road to the Boston Post Road, to Split Rock Road, to the Shore Road and back to the clubhouse, a distance of five miles, over which the contestants rode three times. The competitors this year were divided into two classes, one for resident members and another for junior and athletic members. There were six starters in the resident class and but one in the other.

The winner had the limit handicap of ten minutes, and covered the course in 51 minutes 56 seconds. He received a gold medal, and will have his name engraved on the Citizens' Bicycle Cup, which came into the possession of the N. Y. A. C. when it absorbed the Citizens' Bicycle Club some years ago. The best time was made by Leonard W. Ely, who had a handicap of four minutes. He received a gold medal for the time prize. The only starter in the junior and athletic class was Durando Miller, of Pelham Manor, who rode over the course in 45 minutes 30 seconds. Dr. L. C. Le Roy withdrew after completing the first five miles, and Dr. W. G. Douglass had to retire after riding seven miles as his machine broke down.

Summary:

| Name. | Handicap. | Time. |
|------------------------|-----------|-------|
| | M. S. | M. S. |
| J. M. McGinley..... | 10:00 | 51:56 |
| W. D. Bourne..... | 2:00 | 53:23 |
| Leonard W. Ely..... | 4:00 | 51:44 |
| Ewen McIntyre, jr..... | 2:00 | 54:26 |

May Try to Out-Murphy Murphy.

According to reports, Robert Walthour has designs on the mile straightaway record held by Charles Murphy. The latter's record is 57.4-5 seconds, and was made on June 30, 1899, behind a train on the Long Island Railroad. Walthour is said to have made an arrangement with Fred Nagle to try for the mile record behind a big racing automobile which Nagle will drive on the Ormond Beach, in Florida, next January. Nagle was formerly a cycle racing man, and is now in the employ of an automobile firm. He was a passenger on the ship that Walthour came home on from France recently, and during the journey they talked over the plan to annex further honors for the world's professional middle distance champion.

The National Museum at Washington, D. C., possesses what is claimed to be a complete series of velocipedes, dating from the earliest known models. In the collection is a type of pedalless machine called the celeriferie.

SPORT AT HACKENSACK

Local Men Win Every Event and Motorcycle Racing thus Secures Strong Hold.

In many respects the meet of the North Jersey Motorcycle Club at Hackensack, N. J., on Tuesday last, which by the bye was the first exclusive motorcycle meet held in the Metropolitan district, was the most interesting that has yet occurred. It demonstrated clearly that motorcycling and motorcyclists are "coming on."

The track, a half mile circle of clay, was in fair condition. It is located on the outskirts of Hackensack and is fenceless. Accordingly, spectators may attend without cost, that is, unless they elect to purchase a seat in the grandstand. On Saturday the latter was well filled, while the entire homestretch was black with people, who encroached on the track to the point of danger. They seemed to invite a tragedy, and twice when the riders ran wide on the turn, only the nimbleness of the onlookers in getting out of the way avoided accident. As it was, darkness fell before the last race was completed, and to save the spectators from their own folly it was necessary that it be stopped short.

Although but four events were run, two of them were thoroughly exciting, and they were split up into so many heats that they more than filled the afternoon. The racing itself developed a number of contradictions; thus an Indian racer was run to within a yard by a heavy machine of the same make, ridden by a heavier man. Similarly, Clarence Giffin, on a stock Rambler, won three of the four events, beating out special machines of the same make, to say nothing of a two cylinder Hercules, and a big 3½ horse power Tourist.

What was actually the race of the day was the final heat of the fifteen mile open. It was won by H. Y. Bedell, of Hackensack, on an Indian racer, but Stanley T. Kellogg, of Bridgeport, also on an Indian but a heavier one, gave him a fight that brought the crowd to its feet. In this race Giffin started out like a winner, but faded away within the first mile. Bedell then went to the front, and for ten miles led Kellogg by at least fifty yards. At that point the Bridgeport man began to crawl up inch by inch; it was a long stern chase, but a mile from the finish he went by Bedell amid tumultuous excitement. Bedell, undaunted, crouched low, and, working his body as a jockey is given to urging on his horse, passed the Bridgeporter in the next lap and gained a lead of about ten yards. Kellogg gradually closed this distance, and, as the line was crossed, was less than a wheel's length to the bad. The race, however, did not end at that point. Neither man saw the signal denoting the finish, and for two laps had as exciting a fight as has ever been seen on a track. Kellogg adopted the jockeying tac-

tics, and the men passed and repassed each over half a dozen times, Kellogg crossing the tape first on each of the two extra laps. It aroused the crowd to a high pitch. The time on the indifferent horse track speaks for itself—22:19 3-5. After this race Bedell's body wriggling tactics were generally adopted.

Giffin, Bedell and McNevin, the latter of New York, had another rare battle in the final of the five mile race for bicycles not exceeding two horse power. They finished within ten yards of each other. The other two races were runaways for Giffin. In the pursuit race he had overtaken all but Schulke when the race was stopped owing to darkness and the encroaching crowd.

But one accident occurred during the afternoon. In his heat in the fifteen mile open, D. Bruce-Brown (Rambler) ran wide and fell on the second lap. He was not injured, however, and rode in a succeeding race.

Ten-mile club championship—Won by Clarence Giffin (Rambler); second, Herbert L. Marsb (Rambler); third, Theodore Schulke, jr., (Orient). Time, 14:55 3-5.

Fifteen-mile open—(Five-mile heats), first heat won by Walter Jones, New York (Rambler); second, Edward Shotwell, New York (Indian); third, M. Glatt, New York (Marsh). Time 8:42 2. Second heat won by Stanley Kellogg, Bridgeport, Conn., (Indian); second, Clarence Giffin, Hackensack (Rambler); third, Roy Geissler, Newark, (Tourist). Time, 7:46. Third heat—H. Y. Bedell (Indian); second, J. B. Bruyer, Passaic, (two cylinder Hercules); third, J. J. McNevin, New York, (Rambler). Time, 7:37 1-5. Fourth heat won by Theodore Schulke, Hillsdale, N. J., (Indian); H. Dusenberry, River Edge, N. J., (Reading Standard), also started but quit on the first mile when Schulke was stopped and awarded the heat.

Final heat won by Bedell; second, Kellogg; third, Jones. Time, 22:19 3-5.

Five-miles for bicycles not exceeding two horse power. (Two mile heats)—First heat won by Clarence Giffin; second, Edward Shotwell; third, George Andes, New York (Indian). Time, 2:58 1-5. Second heat won by J. J. McNevin; second, H. Y. Bedell; third, Stanley T. Kellogg.

Final won by Giffin; second, Bedell; third, McNevin. Time, 7:24.

Unlimited pursuit race—Won by Giffin; second, Bedell; third, Shotwell; fourth, McNevin. Time not taken.

Decided Two Events at Denver.

Two motorcycle events were run in connection with the automobile races at Overland Park track, Denver, Col., on November 5 and 6, both being five-mile handicaps. The contest on the first day had a dozen entries. K. Hamilton won from scratch in 7 minutes 18 seconds. A. E. Cohagon (5 seconds) was second in 7 minutes 56 2-5 seconds, and J. Nash (5 seconds) was third in 8 minutes 37 2-5 seconds. The race on the second day had thirteen starters. A. E. Cohagon (30 seconds) was the winner, and Louis Sanford (30 seconds) was second. J. Nash (30 seconds) third. The time was not announced.

DATE SET FOR SIX-DAYS

Preparations for Annual Grind Almost Complete—Foreigners Coming Over.

New York's annual six-day team race will be started at 12:05 a. m. on December 5, and will end at 10:05 p. m. on December 10. Six teams of foreign riders who will compete in the long grind will sail from France next week. They will be cared for during the race by a corps of trainers under the direction of John West, of Chicago. West handled Fisher and Bowler in last year's contest, and did not intend to have charge of a team this year, but was prevailed upon by P. T. Powers to assume the care of the foreign contingent. West had charge of the foreign riders three years ago, and Gougoltz asked that he care for them this time.

Emile Friol, the young French sprinter who surprised nearly every one by winning the professional championship of France this year, will be one of the attractions at the "curtain raiser" meet on the Saturday night before the big race starts. He will ride a match race against Frank L. Kramer, the American champion, that night, and will give exhibitions during the week. Another attraction for the "curtain raiser" meet will be a motor-paced match race between Robert Walthour and James Michael.

Bruni Breaks the Hour Record.

Bruni, the French motor pace follower, has at last succeeded in bettering Tommy Hall's record for an hour. He made several attempts on the former record, which was 54 miles 540 yards, and on October 27, at the Parc des Princes track, at Paris, rode 54 miles 722 yards. Bruni was paced for the entire distance by Daroli, and his successful trial was witnessed by several hundred spectators. He started out slowly, and did not better any existing records until after completing 60 kilometres. He made new records from then on, and after finishing his hour ride continued on to make a new record for 100 kilometres. He finished the 100 kilometres (62.1 miles) in 1 hour 8 minutes 44 seconds, which is nearly five minutes better than the old record. He rode behind a pacing machine fitted with wind shields.

Returning to Human Pace.

Human pacing seems likely to have a revival in France owing to the great riding of Rene Pottier in a recent amateur contest at the Buffalo Velodrome, in Paris. The race was for 50 kilometres, the pace being supplied by tandem teams. Pottier won the race, riding more than thirty miles in the hour and defeating Meredith, the English amateur who won the world's paced championship at the Crystal Palace track last September. Pottier has turned professional, and his first race for a cash prize was also to be behind human pace. He was scheduled to meet Jean Gougoltz and Petit-Breton in a 50-kilometre event at the Buffalo Velodrome track.

HE PREDICTS REVIVAL

Latest Prophet is Wealthy and Outside of the Trade and Talks Knowingly.

Next year will be a great one for cycling among the wealthier people of this country, and 1906 will witness a revival of interest among the same class which will rival that shown in '96 and '97. This was the prediction made last week by a well known New York manufacturer who is not interested in the cycle trade, but who rides regularly for pleasure and exercise. He gave some convincing reasons for his belief when asked why he expected the "smart set" to take up cycling again. Particularly does he lay stress on the prospects the motor bicycle has of winning converts among the younger men.

The fashionable people gave up cycling when it became one of the popular sports, owing to the low prices at which bicycles could be bought. Now that there are so many cheap machines on the market, he thinks wheeling will grow in favor with the leisure class. To obtain one of the latest chainless models, fitted with a cushion frame, two-speed coaster brake and other improvements, entails an expenditure of one hundred dollars. This price will keep many clerks and others from investing in bicycles, but, of course, will not be a bar to persons with large incomes.

Another contention was that very few who gave up cycling six or seven years ago have any idea of the ease and comfort with which one of the latest pattern machines can be ridden. The cushion frame and spring forks make all roads smooth, and the two-speed gear makes journeys over hilly districts possible for almost any one. Saddles and tires are better to-day than they ever were before, and the coaster brake is so simple and positive in its action that there need be no fear of accidents at sharp corners of roads or on hills.

The motor bicycle, he thinks, will be in great demand by young men who own automobiles. They will be able to run them without trouble, as they are so much simpler than the larger and heavier motor-driven vehicles, and require so little attention. He says that at Newport some of the younger men use motor bicycles to make short trips into the surrounding country and to call on their friends. The price of motor bicycles, which is likely to keep them from becoming "too popular" for some time, will not be much of a hindrance to a man that owns several automobiles.

The gentleman pointed out the undoubted fact that "society" changes back to its old fads every so often, and cited the fact that women are again wearing the loose sleeves on their dresses that they did when cycling was in its glory. He says that many of the "smart set" are tiring of their automobiles, and is sure the desire for fresh air and exercise will cause many of them to again take up cycling.

Gordon Wins Three Championships.

John B. Gordon won the championship of the Hamilton Wheelmen, of Brooklyn, in the races held on the Hoffman Boulevard at Newton, L. I., on November 8. He captured all of the three club championship events, and, as he had won the honors for the two preceding years, the point cup became his personal property. Harry B. Nelson, of the Tiger Wheelmen, won the three-mile handicap from scratch, and finished second from scratch in the ten-mile handicap. The ten-mile event was won by Wilson Buchanan, of the promoting club, with a handicap of 2 minutes 30 seconds.

Summaries:

Half-mile novice—Won by James M. Blauvelt; Dennis McWinters, second; Harry M. Thurlow, third. Time, 1:31 1-5.

Three-mile handicap—Won by Harry B. Nelson, Tiger W., New York (scratch); Frank B. Loomis, Brooklyn City W. (155 yards), second; John D. Samuelson, Century Road Club Association (250 yards), third. Time, 8:50 1-5.

Ten-mile handicap—Won by Wilson Buchanan, Hamilton W. (2 minutes 30 seconds); Harry B. Nelson, Tiger W., New York (scratch), second; John F. Gregory, Montauk W.; Brooklyn (3 minutes 50 seconds), third. Time, 28:17 1-5.

One-mile club championship—Won by John B. Gordon; Frederick G. Jerritt, second; Thomas M. Hinson, third. Time, 2:48 1-5.

Two-mile club championship—Won by John B. Gordon; Vincent M. Gardner, second; Frederick G. Jerritt, third. Time, 5:48 1-5.

Five-mile club championship—Won by John B. Gordon; Frederick G. Jerritt, second; Vincent M. Gardner, third. Time, 14:08 1-5.

Hackensack a Motorcycle Centre.

Hackensack, N. J., is in a fair way of becoming a motorcycle centre. The driving club which leases the half-mile track being moribund, the North Jersey Motorcycle Club—which promoted the successful meet on Election Day—or certain members of it, have practically arranged to get possession of the course. If the deal matures, as is expected, the track will be enclosed and banked for motorcycle speed, and weekly or monthly meets will be held throughout the open season.

For Championship of Philadelphia.

The Stroud Wheelmen of Philadelphia will hold their annual road race for the twenty-five mile amateur championship of that city and Camden on Thanksgiving Day, November 24, over the Atlantic City course. If the roads are unridable on account of rain or snow, the contest will be run later. The limit handicap allowance will be fifteen minutes.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

EFFECT OF EVENING

Unexplained Conditions that Affect the Power of Motor Bicycles after Sunset.

Although warm, dry air is held to supply the best mixture for a gas-driven engine, it is the experience of practically every man who uses a motorcycle that in the cool of the evening after sunset the power of his engine is immensely increased.

Although it may have lagged during the warm, bright hours of sunshine, the fall of night brings with it an acceleration of pace that is undoubted. There are evenings when the motor seems fairly to "take the bit in its teeth," so to speak. Good as it may have run, it then runs better, runs faster, no matter how the spark or mixture may be regulated. Machines that will crawl uphill during the day will romp up at dusk—the ones that will romp by day will then fairly fly up the grades. Even on damp—i. e., foggy—evenings the effect is the same.

Despite the fact that it is at variance with accepted beliefs, the phenomena or contradiction never has been satisfactorily explained; indeed, small attention appears to have been paid to it, although it would seem to offer a field of possible discoveries of value.

"Oh, your cylinder is cooler!" is generally the loose and very false explanation," says one observant motorist in dealing with the subject, and adds: "Upon the face of it that is an unstable theory. Why does it not behave in the same flyaway manner on a cool or cold day in the daytime? If change of temperature was the secret, why does the same thing happen on a winter's evening when there has been no appreciable fall in temperature? In many ways I have convinced myself over and over again that it is not due to change of temperature, but to atmospheric conditions.

"Will some one define exactly what takes place? If the air is more oxygenated, why does not the artificial introduction of oxygen have the same effect? I once saw an enthusiastic friend with a small cylinder of compressed oxygen making the experiment, but without any satisfactory result. The change I chronicle is so marked that it is a wonder more study has not been made of the reason.

"If we knew exactly what took place naturally, why could we not supply the same conditions artificially, thereby getting so much more power out of the same quantity of gasoline? I think it a moderate estimate when I say there have been evenings when my engine power has, mysteriously (to me) increased by 30 per cent, and my observations have forced me to abandon the theory of temperature altogether. It is a question of mixture, undoubtedly, and I am groping for an accurate solution of the problem."

RIGHT WAY OF BRAZING

Merely Melting Brass Around a Joint is not Brazing—How to do it.

A great deal of the efficiency of brazing depends on the proper fitting of the parts. All tubes should be a good fit in the lugs and well mitred around each other. Brazing should not be depended upon to correct poor work, so that the first point the workman has to take care of is to see that the parts to be brazed are properly fitted.

Take a typical job, say the brazing in of the two tubes into the bottom bracket forging. The tubes should be fitted carefully around the inner shape of the bracket. They should be pinned through with a small pin to keep them from moving in the process of brazing. The pins need only be small, and need not be screwed; they do not help in the strength of the joint, and when the brazing is accomplished they have served their purpose.

If the lugs in the bracket have stopped ends, care must be taken to see that the tubes bottom down properly. In this case, of course, the lugs will have to be loaded with brass spelter and calcined borax; about a thimbleful in each lug is sufficient. In order to keep the two tubes straight in the lugs and at the proper angle with each other, they should be tied by means of a piece of wire at their ends. Care should also be taken to see that the tubes stand square with the faces of the bracket body.

This all being arranged, the bracket is packed up in the hearth with the two tubes sticking upward and the bracket body well surrounded by coke or asbestos blocks.

The blowpipe flame is now directed upon the bracket (not on the tubes), and the heat gradually raised until the bracket body is a full red color. The borax should be applied on the edges of the lug and allowed to run down around the joint, and the brass wire applied around it until it also melts and flows down the joint. While applying the wire, the flame should not be directed upon it. The heat of the metal itself should melt the brass solder. If the brass is melted by the blowpipe before the metal itself is hot enough to keep it running, the effect will be that, while the brass may flow down the joint, the workman will make no guarantee that a proper fusion of the metal has taken place, and it may happen that while the finished joint looks strong enough, it may give way in use. It is essential, therefore, to see that the flame of the blowpipe is only used to heat the metal to the proper temperature for fusing the brass, and that the brass is really sweated down into the joint by reason of the heat of the parts themselves. Melting the brass around the joint is not brazing.

The application of the borax should be made before the brass is applied, but care

should be taken not to put any more borax on than necessary to act as a flux. If too much is applied, it may take the place in the finished joint which should be occupied by the brass, to the detriment of the strength of the work. Another reason for taking care in the application of the borax is that if too much is applied, it will run down the sides of the job, and perhaps inside the bracket, and, when cool, will form a hard, glassy surface, very difficult to remove and causing great wear and tear on files.

A good plan to prevent the accumulation of borax and brass on parts of the work where it is not required is to paint those parts with a paste made of powdered black-lead and water. This is applied before the brazing process. It should be well brushed inside the bracket, particularly on the



NEW YORK BRANCH 214-216 WEST 47TH ST.

threads, and should also be plentifully applied outside, especially in the corners between the lugs, which are difficult to file, and also upon the lugs and holes taking the cotter pins.

When the joints are properly brazed and the workman is assured that the brass has run well into the joint, the whole should be taken from the fire and immediately brushed with a strong wire brush. If this is done at once and carefully, a great deal of superfluous brass and borax will be removed before it sets, and the subsequent operation of filing up greatly facilitated.

Where Milkmaids Use Wheels.

One of the queer sights in Glasgow, Scotland, is the spectacle of girls on bicycles delivering milk. The cans of lacteal fluid are slung over the handlebars, and the greater speed of the bicycle enables the girls to cover a much larger district than they could deal with afoot. It is also stated that the practice involves no noise, and is therefore heartily welcomed by the residents.

NEW USE FOR OLD BICYCLES

Which Shows Also the "Ingenuity" of Man in Tickling Youthful Fancies.

As the Christmas season approaches the desire of the average boy to earn a little extra money becomes very great. He casts about for ways and means, and sometimes succeeds beyond his expectations. He has left one prolific source of income almost untouched, however. Right at his hand is an unlimited supply of second hand bicycles, which can be dissected and transformed into a multitude of useful household articles, which will command a ready sale at several hundred per cent profit. At least, this is alleged by Popular Mechanics, a Chicago publication, which proceeds to point out how these wonderful things can be done. Under the title "Things a boy can make out of old bicycle parts," it proceeds to "give the snap away," in this fashion:

"There are many things a boy can make out of parts of old bicycles, which he can either sell at a good profit, or can use for his own pleasure. Second hand bicycles can be purchased for \$3 or \$4, and the ingenious boy can realize twice as much more on them.

"A hat rack may be fitted up. This involves, first, the employment of three parts of tubes, about ten inches long, soldered into a disk fitting the main part. This main part is simply the cycle handlebar and steering shaft. The stand is coated with black varnish and the bars and shaft polished. The stand will sell for \$1.50.

"Rip the tires off the wheels and stuff them with curled hair, and then clean and furnish them with wire supporting arrangements. Fit a disk of tin into the circle for a back. The two tires may be sold for 75 cents each for picture frames. The seat may be utilized to make a little hall or nursery stool. The saddle with bar is simply set into the union of four pieces of tubing, each tubing being about 10 inches high. The connecting part is adjustable, so that the height of the saddle can be regulated. These sell for \$1 each. The frame brings another dollar when merely cleaned and repainted and fitted with a little wire to hold it upon the wall, with some sort of an inscription, on a walnut or sheetmetal background.

"One of the richest fields is the use of the wheel of bicycles for mechanical devices. A windmill affair is made with two wings, the feet of which are split, and one side of the tin is placed on one side of the tire and the rim and the other on the other, and the two bolted on the inner side. The wheel is placed in a shaft bearing so as to revolve on a stand.

"A fireworks wheel consists of taking the wheel complete, as in the windmill case, and fitting the fireworks cylinders by wires. These rockets or fuses, when lighted, cause the wheel to revolve as a pin-wheel is turned, and the display is quite effective. A model

of the cycle wheel is fitted up with the wheel arranged to turn on its bearings, the latter fitting into the wood projection. This projection allows the wheel dippers to reach the flow of water. The dippers are ordinary kinds, and are wired to the spoke. The flow of water forces itself against the dipper, turning the wheel. A pulley, which is grooved, is fitted to the shaft to drive the

belt, and the belt runs to the device to be operated.

"By the use of the various parts of wheels boys can derive about \$14 for each wheel, costing originally \$3 or \$4."

"Motoreycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

Tall Tale of Sightless Cyclist.

Stephen Mellinger, of Denver, Pa., has been blind since he was two years old, but despite this fact and among other amazing "stunts" he is able to perform is riding a bicycle, or at least Leslie's Weekly says he does so. He is now eighteen, and, according to that authority, has so adapted himself to his sightless condition that he can ride long distances unattended.

**PERFECTION? Not Quite, but Warm.
100 POINTS IS PERFECT.**

To Secure a GRAND PRIZE at the St. Louis World's Fair, the markings had to be over 95 points.

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WILSON WHISKERS—That's All.

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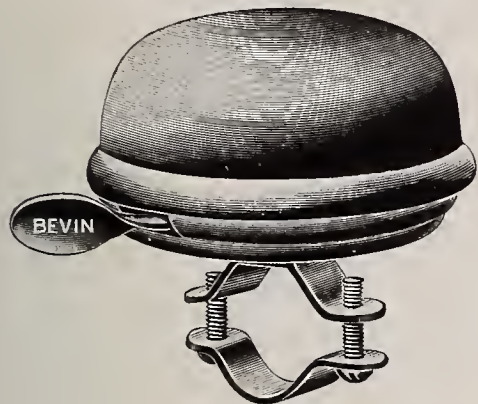
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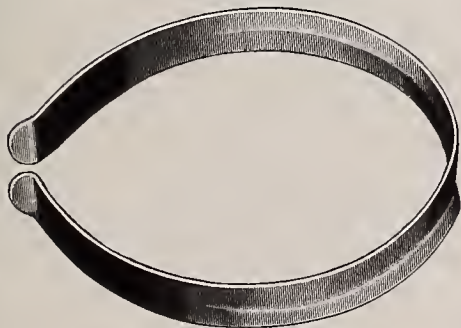


will be sufficient to attract the "knowing ones," it ought to be enough to induce the others to get in touch with us. There are no other bells quite in the Bevin class.

The same is true of the



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How to Grind a Valve.

Valve grinding is a tedious but very simple operation. Some fine flour of emery must be procured and mixed with oil to form a fairly thick paste. Smear some of this on the edge of the valve when the latter has been removed. Place some on the seating also. Drop the valve into place again. By means of a screwdriver or other tool, turn the valve round and round, and occasionally backward, using sufficient force to always keep it against the seating. Quite frequently take the valve out and see how the work is going on, but continue the grinding until both surfaces are absolutely bright and even all around, there being not the least mark anywhere. When the grinding is completed wipe all parts off carefully and see that all paste is off the valve and the seating.

Removing "Rust" from the Tank.

Occasionally what appears to be rust forms in the bottom of a gasoline tank, but in many instances it is not rust at all, but a brown, sticky substance apparently precipitated by the gasoline itself. To remove it there is nothing better than ammonia or methylated spirit. A half-pint of this liquid shaken in the tank will entirely dissolve the sediment—or, rather, mixes with it—and it can be poured out of the tank. The supply pipe must also be treated with the spirit. If the methylated spirit is run through filter paper the whole of the deposit will be left on the filter paper, and the spirit can be used again—as it needs two or three rinsings with the spirit to entirely clear the tank.

Applying Graphite to Motors.

If a microscope is used on even the smoothest surface turned out by man, it will be seen that, no matter what the surface under inspection is, it is full of inequalities. Pure flake graphite will fill these irregularities, substituting for it a veneerlike coating of great smoothness and endurance. The graphite may be introduced into the cylinder of a motorcycle by placing a very small quantity of it in the crank case—not over a teaspoonful to each quart of oil used. When the engine is standing the graphite will settle in the oil, but once it is in motion enough of the graphite is stirred up to fill all the pores of the cylinder walls.

What He Did with the Whiskey.

When a motorcyclist entered a small village inn at a late hour the other night and called for a bottle of whiskey the order aroused a fair amount of curiosity. When, however, that same cyclist was observed to draw the cork, empty the contents into his motor tank, start his engine and proceed on his way, the crowd of onlookers who had gathered stood openmouthed with astonishment.—Note: This yarn was made in England.

When a Piston Cracks.

It is not often that a piston cracks, but it has happened, and if a case of want of compression should occur, and all the valves, etc., are perfect, remove the cylinder. Then scrape the deposits off the top of the piston, and a crack may be found, the mystery then being solved.

THERE WAS ONLY ONE GOLD MEDAL

awarded to Motorcycles at the

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**THE
INDIAN
GOT IT.**

The Jury of Awards quickly discovered what is quite generally admitted, *i. e.*

**There is no Motor Bicycle
so good as the Indian.**

THERE WAS
**ONLY ONE
GOLD MEDAL**

awarded in the

**1903 Endurance Contest,
1904 Endurance Contest,
1904 Hill Climbing Contest.**

The Indian won all of them.

In 1902, **3** Gold Medals fell to the Indian in the Endurance Contest of that year; only 3 Indians competed.

Such a consistent accumulation of proof ought to "suggest things" to *YOU*.

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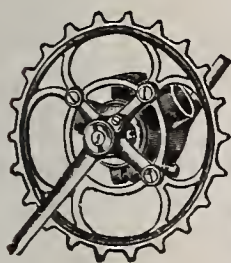
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CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patent.

773,333. Coaster and brake device. Alexander P. Morrow, Elmira, N. Y. Filed August 1, 1902. Serial No. 118,010. (No model.)

Claim.—1. In a brake mechanism, the combination of an axle; a revoluble hub upon the axle having a braking surface; bearings for said hub; a driving member within said hub; means for driving said hub forward by said driving member; a non-revoluble brake shell within the said hub having a longitudinal slot therein open at one end of said shell; a wedge adapted to enter said slot longitudinally and thereby to expand said shell against the braking surface on the hub; an expansible ring within said brake shell adapted when moved longitudinally to force said wedge into said slot; and means whereby said ring is moved longitudinally by said driving member on back pedalling so as to force said wedge into said slot and at the same time said ring is expanded, whereby the shell is expanded against said braking surface.

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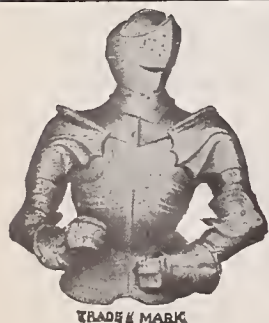
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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, November 19, 1904.

No. 8

INTEREST IN TWO-SPEED

Substantial Evidence that it is of the Right Sort and is Increasing.

That there is a live interest in and prime demand for a two speed gear was made evident by Harris Parker, of the Standard Spoke & Nipple Co., who was in New York on Thursday last.

Although their catalogue will not be issued until next week, the volume of inquiries and actual orders in hand have been sufficient to indicate that the Standard two speed coaster brake will really fill a long felt want. They come from every section of this country, and the Old World is not unrepresented. Indeed, the agencies for both Great Britain and France have already been placed, the former with Green & Houk, of London, and the latter with Felix Fournier & Knopf, of Paris.

Incidentally, the Standard company's experience has served to show that advertising pays when the article advertised appeals to the people. The only publicity which the two speed coaster brake has yet obtained was in the Bicycling World, and the accumulation of inquiries and orders are the direct results.

"We supposed that after the first two or three announcements the inquiries would fall off," said Mr. Parker in remarking the fact, "but we find that, if anything, they are increasing."

Wheeler Saddle Changes Owners.

The Wheeler Mfg. Co., of Detroit, have sold their saddle business to the Wolverine Leather Specialty Co., a new concern which was recently organized in Detroit, with Walter Thorn as president and general manager and A. B. Packard as secretary and treasurer. The Wolverine people will continue the manufacture of the saddle under the name Wheeler, in connection, of course, with a number of other wares of the kind covered by their title.

English Show is on.

The twenty-eighth Stanley show opened in the Agricultural Hall, London, yesterday, November 18.

Humber's Profits Shrink Sadly.

After a temporary recovery in 1902, the once mighty firm of Humber, Ltd., has fallen upon evil times. Its report for the year has just been made public, and it shows profits of \$6,125. One year ago the figures were, in round numbers, \$25,000, and two years ago \$90,000.

A preference dividend of 3 per cent is paid, although the greater part of the \$37,500 required to pay this is, of course, taken from the amount previously carried forward.

A material reduction in the stock on hand has been made within the year. Whereas in 1903 it stood at the enormous figure of \$500,000, it is now represented by the sum of \$375,000.

Losses in the motor department and the falling off in the demand for high priced cycles—such as the Beeston Humber—are the causes assigned for the bad showing.

Saddle Business Shows Strength.

"We've shipped 50 per cent more saddles than we had at this time last year," remarked Charles A. Persons, of the Persons Mfg. Co., yesterday, and having reference to 1903 goods. "Fact! Will show you the books if you come to Worcester," he said in reply to the smile of incredulity. He then explained, as having to do with the case, that he had recently closed big deals with the Acme Cycle Co., of Melbourne, Australia, and Andrews & George, of Yokohama, Japan.

Sunshine from the South.

"It may be interesting to learn," writes W. K. Thomas, of the Miami Cycle & Mfg. Co., "that our Southern salesman has just finished up Florida, and that the Republican landslide was no greater surprise than the result of his trip. How any one else can sell bicycles down there after he got through is more than I can understand."

Hazleton "Absorbs" a Rival.

Howard A. Rhine & Co., of Washington, D. C., have been absorbed by E. P. Hazleton, who is the leading dealer remaining in the capital. He maintains two stores in the city, and it is said his sales have averaged one hundred new bicycles a month during the last season.

STAR IN ASCENDENCY

Dilg Loses His Appeal in Fight for the Ball Retainer Patent.

For the second time within six weeks a decision has been handed down by the Commissioner of Patents in the long drawn out litigation over the ball retainer patents. As in the former case, Dilg meets with a very decided rebuff in his attempt to have the finding of the Examiners in Chief, which was in favor of Kelper, who stands for the Star Ball Retainer Co., of Lancaster, Pa., set aside. The decision is reported in the current issue of the Patent Gazette.

Dilg, through his counsel, took an appeal from the decision of the Examiners in Chief affirming the decision of the Primary Examiner in the rejection of the following claims as being "unwarranted by the drawing or description, and therefore that they embody new matter":

6. A ball-retaining device for ball-bearings consisting of a ring-shaped portion or base having flaps with extensions which are laterally enlarged to produce pointed ends, the flaps being upwardly and the extension outwardly bent, in combination with balls held on the base in the spaces created by said flaps and their extensions, substantially as set forth.

7. A ball-retaining device for ball-bearings consisting of a ring-shaped portion or base having flaps with top-retaining portions or extensions which are laterally enlarged to produce pointed ends, the said flaps extending upwardly from the base and the extension extending outwardly, in combination with balls held on the base in the spaces created by said flaps and the top retaining extensions.

8. A sheet metal ball retaining device for ball bearings consisting of a ring-shaped portion or base from which extend standards which in turn carry ball-retaining extensions, such extensions being laterally enlarged to produce pointed ends, the standards extending upward relative to the base and the extensions outward, in combination with balls held on the base in the spaces formed by the said standards and extensions.

9. A ball-retaining device for ball bearings

comprising a base portion, a series of top retaining members for the balls arranged substantially parallel with the base and disposed so as to separate the recesses for the individual balls, the oppositely-disposed edges of which top retaining portions, bounding the recesses, are concave, and intermediate connecting parts between the said base and top ball-retaining portions, the whole being constructed and arranged to retain the balls so they shall project from the bearing in the inner and outer and upper directions.

10. A ball retaining device for ball bearings comprising a corrugated ring having a series of base supports for the balls and a series of top retaining portions located practically parallel with the said base supports and connected therewith, the oppositely disposed edges of which top retaining portions are concave, the whole being constructed and arranged to retain the balls so they shall project from the bearing in the inner and outer and upper directions.

"The examiners in Chief in their decision carefully analyzed these claims, and no useful purpose would be subserved in merely reiterating the reasons why these claims are not warranted by Dilg's disclosure," says the Commissioner.

"The invention is an extremely simple one, and one which ought to be described and claimed in clear and exact language. This has not been done, and it is clear that the reason for it is that the appellant has chosen language to fit the construction shown by Keiper in his patent, No. 686,617, granted November 12, 1901. He is confessedly seeking an interference with this patent. At least one of the appealed claims is a copy of one of the claims in Keiper's patent, and the other claims unwarrantably copy the language used by Keiper.

"These claims, particularly the one copied from Keiper's patent, when considered in the light of Keiper's disclosure, for convenience of illustration, are clear and exact; but when attempting to read them upon the construction illustrated by Dilg, it is found not only that the meaning of the words has to be forced and constrained, but is absolutely impossible to read them upon his construction. He cannot be said to disclose 'a ring-shaped portion or base'; nor does he disclose 'flaps with extensions which are laterally enlarged to produce pointed ends'; nor are the elements which he claims to be flaps 'outwardly bent'; that is, they are not bent from the centre of the ring outwardly toward its circumference.

"The decision of the Examiners in Chief holding that Dilg's application contains no foundation upon which to base these claims is clearly right and is affirmed."

The Retail Record.

Scranton, Pa.—E. C. Bechtold, sold out to Charles C. Garrison.

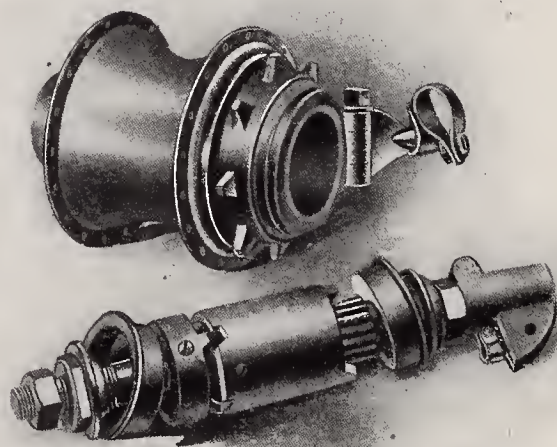
Akron, Ohio.—Century Cycle Co. and Joseph & Gumbert, consolidated.

TWO-SPEED'S "INTERNALS"

Ingenuity of the New Device Made Clear— How it is Operated.

That the Standard Spoke & Nipple Co.'s two speed coaster brake has struck a popular chord is not to be gainsaid. Nothing has created so much talk during late years, the illustration of the hub exterior having heightened good impressions and caused its "insides" to be awaited with interest; these are shown by the accompanying illustration.

As has been stated, special stress is laid on the importance of the construction, which



makes necessary but one set of ball bearings, upon which the hub revolves at all times and which are unaffected by any operation of either speed changing, coasting or braking, despite the fact that each operation is separate and independent of the other.

The gearing employed is of the well known sun and planet type, but the arrangement of the gearing is novel, and, it is asserted, affords mechanical advantages which have not heretofore been obtained with that type of gearing. The central gear is carried by the axle, the pinions are carried by the hub, being rotatively mounted on pins which are supported in the hub on both sides of the pinions, thus giving the pinions a good rigid support. The supporting of the pinion pins on both ends, or on both sides of the pinions, is a feature worthy of note. The internal, or driving, gear is a part of the sprocket, therefore the power is applied at the sprocket and transmitted direct to the gearing. Using the power directly from the source of application is mechanical, while transmitting it through a sleeve, or sleeves, causes friction, and, therefore, a loss of power.

It thus will be seen there is obtained high speed direct and low speed by gearing down, thereby gaining power instead of obtaining low speed direct and high speed by gearing up, with a corresponding loss of power.

The special free wheel clutch is a salient feature of the hub, as by its use there is afforded a free wheel, or coaster, at all times, whether in high or low speed, thus making it unnecessary to provide a free wheel clutch for each speed. This clutch is positive and powerful in its action, and releases very quickly and easily. It operates between the central gear and movable clutch member, said movable clutch member engaging directly with the hub, thus locking all the gearing together for high speed and engaging with the stationary clutch member on axle, thus allowing the intermediate and internal gearing to rotate about the central gear for low speed.

While the coaster and brake may be obtained or applied by back pedalling, riders know that the brake will be used many times where one change of speed is desired, and that the brake should be applied as often as desired, but that the speed should be changed only when needed. There is therefore provided a shifting device, which may be clamped to the frame at any desired point, said device being connected to the movable clutch member in hub by a cable and suitable mechanism. The device being placed in reach of the rider, and provided with a shifting lever, the change of speeds may be easily made when, and only when, desired.

Where They Study Cycle Work.

A class in practical cycle making has been started at the Northampton Institute, London, England. The class meets in the engineering workshop and has the use of the machines and tools with which that shop is equipped. Two brazing hearths, with gas torches, are fitted in the smithy, and are available for the students of the class. The practical work consists of practice in brazing; the fitting together, brazing up and setting of a frame; the construction of parts; bending handlebars; wheel building, etc.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

KEEPING SIMPLE ACCOUNTS

A System that Dealers will Find Useful in the Conduct of their Business.

One of the best aids to the successful running of a business is the keeping of a proper system of accounts. There have been many cases of bankruptcy in which it has been shown that this lack of bookkeeping is one of the greatest weaknesses of the retail portion of the cycle trade.

In some instances the cause is to be found in a lack of knowledge on the part of dealers as to how the books should be kept; in others it is due to carelessness or because they do not like bookkeeping and do as little of it as they possibly can. Even if they are not against it by disposition, they find their time so broken into during the hours they keep open that the work is done in a series of spasms. In fact, during the busy season some dealers leave their books alone for weeks and even months at a time, when, as will be readily realized, the work is made all the harder by reason of the muddle the accounts have got into in the mean time. In the case of agents, it is common knowledge that many of them get beyond their depths in hire-purchase sales solely on account of inability to find out how they stand, while gin of profit, having regard to the establishment charges, and wonder why they are not getting on.

Many a dealer would be saved from the ignominy of failure, were he to occasionally sit down and devote an hour or two to systematic figuring out as to what it costs him to do business. No matter what a dealer may sell, the calculating, systematic man, who regularly keeps a few books and does a little figuring, knows just what he is doing and how he stands, and has consequently a vast advantage over the dealer who seldom if ever does any work of the sort, but contents himself with opening his shop in the morning and putting the receipts in his pocket.

The successful trader is the one who enters up all money taken, and keeps his invoices and receipts carefully; he also keeps a cost book, and is careful to so price his goods that the cost of doing business and a profit are provided for. In the case of a small suburban cycle trader, the books necessary for keeping a record of the business need not be very extensive. A day-to-a-page diary, and one or two small cheap account books will probably be found quite sufficient in the majority of cases, although a more elaborate system would be advisable.

The page of the diary should be divided into two parts, lengthwise. On one side should be entered all money received and a brief record of what it is for set against it. Even the smallest item should not be ignored. On the other side should be recorded the money paid out. At the end of the day the items should be added up, and the totals recorded, while at the week end

the Sunday page may be utilized to bring together each day's incomings and outgoings, in order to give the total of the week's transactions.

Where anything is sold or work done for which payment is not immediately made, it should be entered in one of the account books, giving the date, name and address, article sold or work done, and the amount. A few lines should be left between the entries against each name, and then a line drawn, separating it from the next entry. When the client pays, it should be entered in the diary, and also in the account book against his entry. If he pays the full amount, the entry may be crossed through, and the date of the payment entered. If only a sum on account is paid, this should be entered in the space provided in the entry in the account book, together with the date. By crossing through the entries as they are cleared off, it is an easy matter to turn over the leaves occasionally and ascertain the outstanding accounts.

It is a good plan to enter in a separate book all estimates given for repairs, each entry being ruled off to separate it from the next. Thus not only is all chance of dispute avoided, should the customer order the work to be proceeded with, and afterward claim that all the repairs included in the sum have not been done, but any estimates given which do not result in work within reasonable time can be followed up. Where it does result in work, the entry may be crossed through. With regard to invoices for goods supplied, and not paid for at the time, these should be filed, while receipted invoices should be filed for at least a year.

Where They Found Cold Comfort.

For months past the British consular service has been engaged in collecting information regarding the openings for English bicycles in foreign markets. Not all of the reports are of the sort that please the home folk. For instance, Lionel Carden, the British Minister in Havana, in a recent report, says: "Cuba is, for all practical purposes, an American preserve, so far as the cycle trade is concerned. There is no opening at all for the sale of British bicycles."

The same conditions exist in Lisbon, the capital of Portugal. F. W. Cowper, the British Consul there, writes: "Beware of Lisbon; at present the cycles mostly in use are American and German."

Bowden Brings Out a Clutch.

A new combined friction clutch and two speed gear for motorcycles is being put on the market by the E. M. Bowden's Patents Syndicate, of London, England. Friction clutches are substituted for the toothed clutch, the gear being always in mesh. The wear is centred on the coned surfaces of the clutch, and replacement of the leather face—which will last several thousand miles—can be made for a few cents. The drive is direct on the high gear, and the second gear is 50 per cent lower, with a free wheel between the two gears.

SOUTH A BRIGHT SPOT

Consolidated Feels the Good Effects—Yales and Snells for Next Year.

Edward Buffum, the new sales manager of the Consolidated Mfg. Co., of Toledo, was among the trade visitors in New York this week.

Concerning the Yale and Snell lines for 1905, he stated that only minor improvements had been found possible, and that the list prices probably would remain unchanged. In addition to the familiar Yale blue, however, that well known bicycle will hereafter be furnished in a translucent blue and the Snell in translucent red. The Yale motor bicycle has also undergone some improvement, the power having been markedly increased.

"You ought to see it run away from the four cylinder cars on the hills," was Buffum's enthusiastic remark.

Buffum also confirmed what is now the remark of the trade—that is, the condition of business in the South.

"It is the one bright spot in the country," he stated. "The volume of orders that our Southern man is sending in reminds one of the good old days."

Nelson and his Repair Specialties.

In several respects the A. Nelson Mfg. Co. of Chicago constitutes a notable development, brought about by the changed conditions of the trade. Starting with one or two specialties of interest chiefly to repair men, they have gradually increased the line of such articles and parts until their business has attained a considerable volume and justified the issuance of a twelve-page illustrated catalogue. All of the wares are of the sort for which repair men have constant use, and some of them are quite ingenious.

The adjustable cone for replacing worn or broken cones, which is one of the earliest of Nelson's devices, has been developed so that it is now made also in a form which permits it to be applied to the crank hanger. There is also catalogued a complete hanger repair set, fitted with these cones and soft steel flanges, which may be turned down to fit any size of cup.

An ingenious crank repair tip for repairing cranks broken at the pedal; a repair bolt with wing nut, the bolt of which may be cut to any desired length, and which is useful for repairing clamps, sprockets, saddles, chain guards, etc.; hexagon headed bolts, toeclip bolts, hexagon headed nut screws and standard crank axles, washers and hanger lock nuts are all included in Nelson's line.

His most recent device is the "Won't Leak" right angle pump nipple, in which no packing is used, and which is proof against wear and leaks.

The first bicycle believed to have been imported to New Zealand (date 1870) has been lodged in the Canterbury, N. Z., Museum.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make.

E. F. HAMMOND.

For Agency
Terms address

NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

IF YOU WANT PROTECTION



BUY

Fisk Line of Bicycle and Motor Tires.

Prices once made remain.

Goods delivered as Samples shown.

No Cut-Throat Dealers can get them. Invest in them.

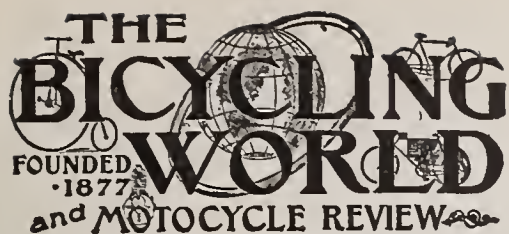
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THE FISK RUBBER COMPANY,
CHICOPEE FALLS, MASS.

Western Sales Office, 52 State Street, Chicago.



In which is Incorporated
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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 19, 1904.

Eliminating the Stayer.

It is quite evident that Alderman Dowling, of New York, should change his literature. Assuming that it is offered in good faith, his ordinance, aimed at the six-day race—but which would limit all contests of speed, skill or endurance to three hours' duration—is too suggestive of the supine to be accepted seriously. Even if it were possible to pass such an interference with personal liberty, we doubt that its legality would be upheld, but, if so, the chief purpose it would serve would be to fill New York with a lot of ninny athletes who could sprint, but could not "stay"—and it is the stayers that count.

As far as cycling is concerned, there never could be run in New York a race of even one hundred miles, while the motorcycle endurance contests and even the century runs would be as effectively tabooed.

While we hold no brief for the six-day contest, to have a law inspired, as Mr. Dowling admits his was inspired, by the lurid imaginings of yellow journals with redheaded ex-

tras borders on the silly. A six-day race is strenuous, nothing more, yellow journals to the contrary notwithstanding.

Mr. Dowling could better serve the social fabric by seeking to have enacted a law limiting aldermen to three drinks within twenty-four hours.

Ungrateful or Forgetful?

Are Americans ungrateful or merely forgetful? This was the question which arose from a recent discussion of the present conditions of the several national cycling organizations in this country, the L. A. W. more particularly. It was brought about by the publication of the fact that the Touring Club of France now numbers more than ninety-one thousand members and is still growing, and of mention of other foreign organizations, which, if they are not increasing in strength, at least hold their own uncommonly well as compared with the L. A. W. or even the N. C. A.

The situation "on this side" would make it appear that American riders are at least partly guilty, as implied by the question.

Of course, the usual charge is that the L. A. W. has outgrown its usefulness and is now little more than a sentiment; that it does nothing to interest or protect cyclists, and that, to all practical purposes, it is moribund. And it may be that the officials of the foreign organizations appreciate more keenly the necessity of a "something doing" policy, and that if appreciation of the sort was more generally entertained by those who still guide the L. A. W., it would still be of strength and influence. But as it is, the forgetfulness, or lack of gratefulness, or whatever it may be, on the part of American cyclists, inclines them to make light of the L. A. W., which attitude, we are told by an official of the Federation of American Motorcyclists, has, peculiarly enough, had an effect on the upbuilding of that organization.

"Oh, it is like the old L. A. W.," is, according to this motorcyclist, one of the too frequent responses to appeals or efforts to obtain members and support.

And yet, despite shortcomings and despite anything that may be said or done, the L. A. W. was one of the greatest powers for good, if not the greatest, that cycling ever had. The average rider of to-day either does not know or care, if he ever knew or cared, that the right to ride a bicycle of any sort on the public roads was established by the L. A. W.; that it was due to the same organization that every effort to license and tag them, as is now the case with automobiles, and in many places motor bicycles also, was

defeated by the L. A. W. The development of the good roads idea, and of road books and road maps, of cycle paths, of cycle racing and of practically everything that had to do with the development of the use of the bicycle was directly within the scope of the L. A. W., and the work was well performed.

Perhaps it is too much to expect any great number of cyclists to adhere merely to a sentiment, but it is an interesting speculation what might result if the L. A. W. really did strive to do something, as, for instance, the promotion of a contest for touring bicycles such as is annually undertaken by the Touring Club of France.

However this may be, whether it is poor memories or ingratitude, it certainly is remarkable that all of the great American cycling organizations have gone to seed, while those of other lands continue to thrive and prosper. It might, perhaps, provide food even for a society of psychological research as throwing a light on the constitutes of American temperament.

Taking Care of the Morrow.

An example worthy of emulation far and wide is being furnished by cyclists at Hartford, Conn., who are now forming a club with the special idea of conducting some big race meets there. Though it is a far cry to the outdoor racing season of 1905, they evidently think that preparations cannot be started too soon for next season's campaign. They are announcing that they intend to give an "old fashioned" meet next summer, and, perhaps to carry out the idea, the meet is scheduled to be given on the famous old Charter Oak Park mile trotting track.

This return to first principles is a most interesting experiment, but it is an undoubted fact that racing under the direction of clubs was more enjoyable than that furnished by the professional promoters that sprung into existence later. A race meet promoted by a club of enthusiastic wheelmen has as many "boosters" as the organization has members. They will go out of their way to tell friends and acquaintances that on such a date all of the American champion racing men will appear at the racetrack. They will organize parties to ride out to the races, and do all they can think of to arouse interest in the contests.

Two or three meets a season are about as many as a club can handle to advantage. If an attempt is made to run more, either the meets or the business of the club men will suffer. In the majority of cases, the members of a club will not have much spare time,

but will gladly do their best for two or three meets a season. If more meets are run the interest of the club members is likely to suffer from satiety. As a general thing, clubs that intend to promote race meets will be more successful if they attempt to run only a few each year, but to run those few to the very best of their united abilities.

The spread of the Hartford idea is to be hoped for on the ground that it cannot possibly do any harm, and may yet be the cause of great good to the sport of cycle racing. It is an excellent idea, and one that should have the hearty support of dealers everywhere.

Dunlop on Tire Speed.

There is something fascinating, as well as encouraging, in the declaration of J. B. Dunlop, the "grand old man" of British cycling, that perfection has not been reached in the modern bicycle.

The prospect of a faster bicycle is an alluring one. Faster means easier running, too, and easy running as the bicycle is, considering its performance, there are times when its riders formulate a fervent wish that it were still more easy running. On hills and against head winds especially an improvement would be welcomed with effusion. Furthermore, it would confer a boon on all classes of riders—the scorcher as well as the potterer. This is something that recent developments in the line of improvements has failed utterly to do. The average scorcher is not the slightest particle interested in the coaster brake or the cushion frame or any of that family, and he does not hesitate to say so.

It is unfortunate that the veteran tire inventor does not descend into particulars regarding the increased speed machine. He did not even hint at them. This is, perhaps, wise, although we cannot help feeling as if we have been deprived of something we were entitled to and disappointed that not even a corner of the curtain has been raised.

However other forms of cycling sport may have decayed, indoor racing still retains its interest and vigor, and provides easily the most exciting entertainment now literally "on the boards." It remains, as it long has been, the feature of the "armory games."

All reports agree that the country of corn and cotton is now literally a "Sunny South" for the cycle trade. The "centre of trade gravity" appears to have swung away from the Pacific Coast, where it long remained after it left the East.

Snap Judgment on Motorcycles.

Editor of The Bicycling World:

An oldtime wheelman and friend, one of the most prominent in New Hampshire in "high wheel" days, met me to-day with this salutation: "Hello, Corson! I am glad to see you! How are you? What are you doing?"

I replied that I was never better and handed him my card, which reads as follows: "Hendee Mfg. Co., Springfield, Mass. E. H. Corson, Missionary, Indian Motorcycles."

He replied: "You are with a darn good company, and the Indian is all right. But, between you and me, I would not give a cent for a motorcycle."

I replied that he could not know what he was talking about to make such a remark, and that he is losing the pleasure of his life by not riding one. He retorted that he had "ridden one a good many hundred miles." Asked how many hundred he said, "Two or three"!

Just think of it! Two or three hundred miles! This is only about two days' easy riding, and yet this is the way some men judge the motorcycle. They do not try it long enough to learn how to ride. I will venture to say that our old friend got more "headers" than pleasure on his "ordinary" when he had ridden it more than three hundred miles. One must ride a motorcycle several thousand miles before he can fully understand how to ride it to get the most pleasure out of it, and he certainly cannot know how to manage it to the best advantage until he has many miles of road experience.

He must know how to ride a bicycle in order to be able to keep a motorcycle upright, but, aside from this, he has to forget his bicycle ways in many respects. If he wants to ride without vibration the machine must be equipped with a good spring saddle to take up ordinary vibration, and his weight carried on his legs by standing on his pedals. No weight must be carried on the arms. The muscles of my legs are as well developed with my six thousand miles' riding this season as they used to be in my best days with the "push" machine. The motorcycle has been a blessing to my health, the same as the bicycle was in years past.

My old friend will awaken before long to the fact that he is losing the greatest sport of his life in not riding the motorcycle, for oldtimers are coming into line fast—another reason.

E. H. CORSON.

[It would be of some interest and instruction to know why, having tried it, the "old friend" discontinued the use of his motor bicycle.—Editor.]

"Business Man's Model" Outlined.

Editor The Bicycling World.

We would like to see one radical change in the 1905 model of bicycles. We are of the mind that if some manufacturer would get out a "business man's model" in straight black enamel, including handlebars, spokes, seat post, sprocket and cranks; put in dust and water proof washers all round; equip with 1½ to 1½ inch tires and chain guard,

and retail at a popular price, they would find a ready market for such a line of goods. The average rider would appreciate a wheel of this sort, that when dirty he could turn the hose on and clean quickly and with no danger of rusting.

Would also advise mud guards to both wheels—guards that would thoroughly stop the accumulation of mud and slush that usually forms on hanger.

E. X. SCHEN.

Brady Shares Six-Days' Profit.

William A. Brady has won a notable victory in the suit brought against James C. Kennedy and P. T. Powers, his whilom partners in cycle race promoting enterprises, and particularly in the annual six-day contests at Madison Square Garden. Judgment for \$14,746.99 has been given, with interest added; this brings the amount up to about \$17,000, which is awarded Brady by Referee Emil Goldmark, who was appointed by the New York Supreme Court to take testimony.

It will be recalled that Brady had a disagreement with Kennedy—who died last spring—and Powers after the bicycle races in 1899. Upon his return from Europe Brady was told that he was no longer a partner of Powers and Kennedy.

Thereafter for three years he was kept out of the preparations for the races and of a share in the receipts. Finally Brady demanded a share in all of the profits for the four seasons. When this was refused he began an action in the Supreme Court to establish his rights as a partner. The court decided in his favor, and in entering an interlocutory judgment in his favor appointed Emil Goldmark referee to take testimony for the purpose of learning how much money was due Brady.

Referee Goldmark found that the gross receipts were \$120,000, and that Brady was entitled to one-third of the net receipts, or \$14,746.99. This, with interest, amounts to \$17,000.

Where the Horses Honors are Safe.

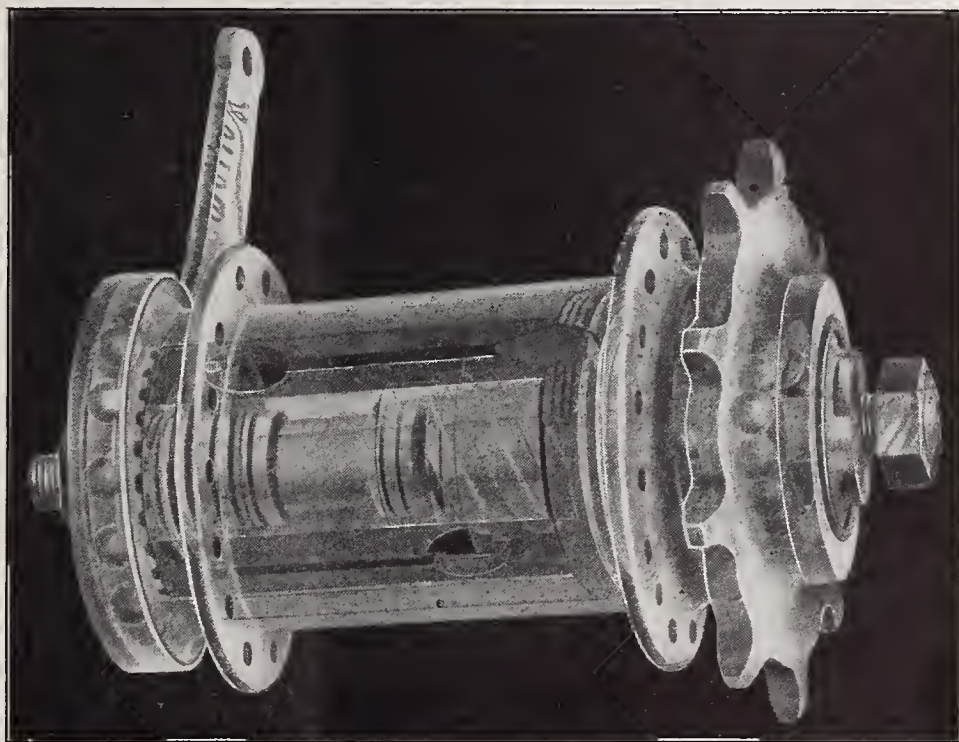
Most people are of the opinion that the cycle excels the horse in point of speed. This is true, however, only when artificial means are employed to accelerate it—as when pacing machines are used. Unaided, a man on a cycle cannot equal the speed attained by running horses. The horse record is under 1:39 for the mile, while the cycle record, unpaced, against time, is 1:49 flat. Paced records are, of course, very much faster than these.

How Tire Makers Might Help.

Practically all of the manufacturers who make automobile tires also make bicycle tires. A number of them are spending considerable sums in national mediums in advertising the automobile tire. The fact should suggest that they might help their business, and incidentally the cycling interests, did they in ever so small a way include in such advertisements the mere fact that they make bicycle tires also.

THE MORROW OF 1905.

Just a little bit better than the Morrow of 1904,
which means that it is a whole lot
better than any other coaster
brake before the public.



And of course you all know that it was the
Morrow that "set the fashion to the
world." That means something
to the thinking man.

ECLIPSE MACHINE CO., Elmira, N. Y.

PRICE OF MOTORCYCLES

How Some of the Existing Figures are Blocking Business and Inviting Trouble.

"While I am not one of those who believe in tearing down a structure or hammering prices unnecessarily," said one of the best known dealers in New Jersey a day or two since, "I think that those people who are trying to maintain an unduly high price for motor bicycles are not merely standing in their own light, but are actually blocking the business and courting trouble.

"I was among the first to take up the sale of motor bicycles," he continued, "and I am free to confess that it has been disappointing, but, because I firmly believe in their triumphant future I hate to let go at this time.

"It is, however, practically impossible to make any encouraging headway under present conditions, and I am convinced that price is the chief obstacle. I, of course, once sold some of the cheaper machines, but my experience with them was sad and expensive, and, from all that I can learn, they have not changed many of their spots, and I therefore put them far from me.

"The kind of motor bicycle that I ride and the kind that I wish to sell, and which I believe the general run of mankind desires to buy, are held at practically prohibitive prices. No very considerable number of young men in my neighborhood can or will pay the price, and I simply will not invite trouble and expense by selling the other kind. It seems to me that certain of the motor bicycle manufacturers are laying the groundwork for the same sort of distress which overtook the bicycle trade, and in exactly the same way—they are holding their product at fictitious valuations. The older bicycle manufacturers did that very thing, and the result was that they sold hundreds of bicycles when they might have been selling thousands. When the demand assumed dimensions prices were so high and profits so large that it was an incentive for every other man with an idle factory or a dull store to go into bicycles. They all imagined there were "millions in it." A bicycle factory and a hundred dealers in every town was the outgrowth. But one thing could ensue, and it ensued only too promptly—overproduction; and that is exactly what will happen with motor bicycles if those who have its keeping in their hands do not watch sharply and act promptly.

"I believe that next year will see a substantial increase of interest, and that if it does, and prices are held at their present figures, we will also see an influx of both makers and outside dealers. The manufacturers of motor bicycles are almost sufficiently numerous to take care of any reasonable growth of trade, but if they continue to hold out such strong inducements for competition, when they wake up the market will be so narrowed

that they will have to struggle to hold their own.

"I know the favorite argument of a man with a good thing is that no other man can make the same thing quite as good, or that, if so, it will take a year, or years, for him to reach a corresponding stage of perfection. I have known a number of bright men to deceive themselves with that idea, and it will not surprise me at all to see it fool also some of those who have a fortune within their grasp, but are sacrificing the future for the present. It seems to me that almost any maker or merchant would rather sell one hundred motor bicycles at \$150 than ten bicycles at \$200 or \$225, which is the present situation.

"I am no croaker or pessimist, as you know, but I do believe in profiting by experience, and the experience of the bicycle trade should be a pretty good guide for those concerned in the production and sale of motor bicycles."

Chrysoberi "Caught" the Horsemen.

Danny Maher, the Hartford (Conn.) lad who earns something more than \$50,000 a year as a jockey for King Edward and others in England, had a friend send him a chrysoberi finished Columbia last spring. Maher has an automobile, but he prefers to use the Columbia when the weather will allow it. "Skeets" Martin, another American jockey, was so pleased with the looks of Maher's machine that he asked that one be sent to him. Maher accordingly sent to Hartford for two more Columbias, and gave one of them to Mr. Blackwell, who trains the horses that Maher rides. Maher wrote to a friend in Hartford recently that the three twenty-one-pound road bicycles are a source of great wonder to all Englishmen who see them, on account of the lightness and unusual finish of the machines.

Dealers Who Emulate the Birds.

As illustrating the profitableness of following the birds, Harry Lilliwhite and his son constitute a noteworthy pair. For several years they have engaged in the cycle business, in the summer months at Southampton, a Long Island resort, and during the winter at St. Augustine, Fla. This year the son kept the Southampton store in operation while the father, in the early fall, set up an establishment at Hot Springs, Va., a half-way stopping place of the leisure and health-seeking class. Later they will join hands in Florida.

Providence Claims Nine Hundred.

According to the Telegram of that city, there were about 900 bicycles sold in Providence, R. I., this year. By just what process in arithmetic the count was made is not disclosed.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

PRICE WORRIES BRITONS

Rudge-Whitworth's Decision to "Cut Loose" Gives Rise to Warm Argument.

A wordy warfare is being waged in Great Britain over the proposal to change over the existing agency system, reference to which has been made from time to time in these columns. The plan, in brief, is to do away with exclusive agencies, substituting therefor a wide open policy, under which makers will not only sell their machines to all dealers in a town, but to individuals as well.

A considerable number of makers are committed to this revolutionary plan, among them being Rudge-Whitworth. Others of equal prominence oppose it, and seas of ink and reams of paper are being consumed in setting forth the pros and cons of the argument.

It is believed by those in favor of the change that the dealer who is given the exclusive sale of a machine frequently sits down and contents himself with such trade as comes to him unsolicited, while he employs his energy in pushing the sale of some other make, which may pay him a bigger profit. If all dealers were permitted to sell the machine it is thought that keener competition will exist and more sales be made. Lastly, a lucrative trade among riders is expected to be worked up once the lists are thrown open, and this, it is suspected, is really the milk in the cocoanut.

Cutting with Twist Drills.

The cutting angle of twist drill lips varies in the material to be drilled. The alteration is easily accomplished by using an oilstone slip on the drill lips, thus making the cutting angle less acute. The latest brands of high-speed drills have been known absolutely to refuse to penetrate hammered mild steel forgings, drop stampings, etc., when used with the old style cutting angles, whereas even ordinary carbon steel drills altered as before described would answer quite well; of course, the newer drills rendered possible proportionately increased production when they, too, were altered. The same applies to the drilling of brass, gun metal and phosphor bronze, but in the case of regulus metal, lead or babbit metal the cutting angle should not be altered, but a lubricant should be used to prevent the soft metal adhering to the drill.

Dunlop's Opinion of Tires.

It is the opinion of J. B. Dunlop, the famous inventor of the pneumatic tire, that the bicycle has not yet attained perfection. He believes that it will be made considerably faster than it is at present. Mr. Dunlop declares that he invented the tire bearing his name with the object of developing greater speed, and not to lessen vibration.

A statement has been issued by the German Dunlop Tire Co., to the effect that 2,500,000 tires were made in 1904 by the various Dunlop concerns throughout the world.

TO STOP SIX-DAY RACE

Alderman Strikes at That Event and in Doing So Hits All Other Sports.

Alderman Frank L. Dowling, of New York City, is evidently not a believer in the "strenuous life." If he is, he has accepted as gospel truth the red-ink headlines which the "Evening Fudges" have printed in the past regarding the physical condition of the contestants in the annual six-day team race in Madison Square Garden. Though he admits he has never witnessed one of the contests, he has introduced into the Board of Aldermen an ordinance prohibiting bicycle races and any other contests of skill, speed or endurance from lasting longer than three hours in each twenty-four. He would further limit the time for holding any such contests to the hours between 7 a. m. and 11 p. m. The proposed ordinance was introduced last Tuesday night, and is as follows:

"An ordinance in relation to bicycle races and other contests of skill, speed or endurance in the city of New York.

"Be it ordained by the board of Aldermen of the city of New York as follows:

"Section 1. Hereafter, in any bicycle race, or other contest of skill, speed or endurance held within the limits of the city of New York, wherein one or more persons shall be a contestant or contestants, it shall be unlawful for any contestant to continue in any such race or contest for a longer time than three hours during any twenty-four hours. Further, no such race or other contest shall be held, excepting between the hours of 7 o'clock a. m. and 11 o'clock p. m.

"Sec. 2. It shall be the duty of the Health Commissioner to assign to the place in which any such race or other contest is to be held an inspector or inspectors for the purpose of the better enforcement of such statutes bearing upon the question of the unlawful use of drugs, which, in such event, may be employed for the continuation or success of such undertaking. A report of such inspector or inspectors shall be filed in and made part of the record of the Health Department.

"Sec. 3. It shall be the duty of the Police Commissioner to assign to the place in which any such race or other contest is to be held, an officer or officers, for the purpose of properly computing the time of each contestant while engaged in any such race or other contest. A report of such officer or officers shall be filed in and made part of the record of the Police Department.

"Sec. 4. The proprietor, occupant or lessee of the place where such race or other contest takes place consenting to allow or permitting any violation of any of the provisions of this ordinance, shall be deemed guilty of a misdemeanor, and upon conviction thereof by any magistrate, either upon confession or by competent testimony, shall be fined in the sum of \$100 for each offence, and in default of the payment of such fine shall be committed

to the city prison until the same be paid, but such imprisonment shall not exceed thirty days. The manager or superintendent of such race or other contest, consenting to, allowing or permitting any violation of the provisions of this ordinance, shall likewise be deemed guilty of a misdemeanor, and subject to the fine and conditions herein imposed.

"Sec. 5. All ordinances or parts of ordinances of the former municipal and public corporations consolidated into the city of New York inconsistent or conflicting with the provisions of this ordinance are hereby repealed."

The alderman said he had heard that the riders were doped, and that they fell and broke their legs. He said, further, that his ordinance was intended to stop six-day races and prizefights. It is not aimed at the horse racing tracks, as they are controlled by the State legislature. The ordinance has been referred to the Committee on Streets, Highways and Sewers, of which Alderman Dowling is chairman. He says he will hold a public hearing on the ordinance in a few days.

If the proposed ordinance is passed by the Board of Aldermen it would stop century runs and many other kinds of sport. P. T. Powers, promoter of the six-day race in Madison Square Garden, said he knew nothing about the matter except what he had read in the newspapers. He said he expected the six-day race to be run, as usual, as it was not a violation of the law. If he is invited to any public hearing he will attend. It is certain, however, that opposition to the ordinance will not be lacking at any public hearing, whether or not Mr. Powers attends.

Real Thanksgiving Prize List.

Judging from the prize list for their second annual Thanksgiving Day thirty-mile handicap road race, timeliness is one of the virtues of the Brower Wheelmen of New York. They announce that five time and thirty-five place prizes will be awarded to contestants, and that a silver cup will be presented to the club with the largest number of entries over fifteen. It is in the list of prizes that the racing committee has done itself proud. After the National and Olive bicycles, gold watches, etc., are to be found the following most seasonable articles, for which ambitious road riders are invited to compete: Live turkey, live pig, carving set, bottle of imported wine, bottle of champagne, box of cigars, gold mounted match holder, one pair tobacco jars, smoking set and a bottle of medicated whiskey. It is not known whether or not the last prize enumerated is intended as an antidote.

To Regulate Motor Pacing

Demcke, the German motor pace follower, has sent a circular to track owners asking for reforms in motor paced racing in his country. It is proposed to abolish motor tandems altogether and to limit the horsepower of the single seated machines. The complete abolishment of wind shields is asked for and a request is made that pacemakers be prohibited from wearing extra sweaters and coats.

PAIRING THE GRINDERS

Teams are Nearly Completed—Many New Faces Will be Seen in Long Race.

Preparations are being rapidly completed for the annual six-day team race, which runs from December 5 to 10 in Madison Square Garden. Three of the foreign teams that are to compete will sail from France to-day on La Savoie. With them will come Emile Friol, who won the French professional sprinting championship this year, and James Michael. Friol will ride a match race with Frank L. Kramer on the Saturday night just before the long race begins. Michael will meet Robert Walthour the same night in a fifteen-mile match behind motor pace.

The foreign delegation this year is made up of the following pairs: Jean Gougoltz and Petit-Breton, France; Arthur Vanderstuyft and Johann J. Stol, Germany, and Antoine Dussot and A. Mazon, France. The Italian team, composed of Mario Rossini, Turin and Paul Rizzi, Milan, is already in this country. Gougoltz had Simar as a partner last year, but the latter was a disappointment. Petit-Breton was teamed with Contenet, the famous motor pace follower, in last year's contest, and they were one of the teams that were tied for first place up to the last mile of the contest. Vanderstuyft had the massive Samson as a partner last year. Before the race Samson made many predictions as to how easily he would win the contest, but it was owing to little Vanderstuyft that the team figured as well as it did. The other three who are coming on La Savoie were not here last year. Of the Italian pair, Rizzi has been in this country less than two weeks. He came over "on his own hook" and without any previous understanding with the management of the race. Rossini has been in this country since early last summer, and has competed at both the Manhattan Beach and Vailsburg tracks.

Robert Walthour, who with Ben Munro as a partner won the race last year, will again be a starter, but it is not positive that Munro will again team with the world's champion motor pace follower, though he will be a starter. The most notable addition to the list of starters this year will be Harry E. Caldwell, the Reading Standard "fifty-miles-an-hour" man from Manchester, N. H. It will be his first appearance in such a long race, but he is sure to give a good account of himself, barring accidents. He has been training for the race at the Charles River Park track, Cambridge, and is said to have transformed the training quarters there into a reproduction of a mountaineer's camp. At the other Boston track, Revere Beach, there are a number of men fitting themselves for the long grind. The oldtimers quartered there are Nat Butler, James Moran, Hugh MacLean and Charles Turville, Louis Mettling, Sammy Sulkins and Patrick Logan, who will

make their debut as six-day riders, are also training at Revere Beach.

At the Vailsburg track are the Bedell brothers, John and Menus, who will, of course, be teamed again. They will be in charge of Dave Coburn, the former racing man who handled them last year. Floyd Krebs, who was the partner of the late George Leander when he won the race two years ago, is also at Vailsburg and will be teamed up with Joseph Fogler for the coming race. Fogler will be another new man at such a long race, but, as he did very well last season as a member of the Tribune team, he should be a good partner for the "Flying Dutchman." Otto Maya, a veteran six-day rider who did not compete in last year's contest, is also training at Vailsburg, and is said to be teamed with Jed Newkirk. E. F. Root, of Boston, and Oliver Dorlon, of Coney Island, who were doing very well last year until injuries to Dorlon forced their withdrawal, are training on the Coney Island Cycle Path and at Manhattan Beach.

Quite a delegation is coming from Salt Lake City to start in the race. The best known is W. E. Samuelson, of the Samuelson and King "Hobo Team" that rode a few years ago. Samuelson now holds most all of the short distance unpaced world's records, and has been doing some great riding all summer at the Salt Palace track. "Pedaller" Palmer, an Australian; N. C. Hopper, of Minneapolis; Saxon Williams, of New Haven, and Agraz, an amateur until recently, are the others who will come from the Mormon capital. James B. Bowler, of Chicago; Patrick Keegan, of Lowell, and Joseph Rockowitz, of New York, are also almost certain starters.

Hartford Prepares for Next Year.

In Hartford they are preparing to take time by the forelock, and are already making preparations to boom racing in that city next year. Edward H. Fahy, one of the Pope company's force, is one of the leaders in a movement to form a new club that will promote races at the famous Charter Oak Park track. The organization will be started at once so as to have it in good running order by next spring.

The racing, which has been furnished by a professional promoter for several seasons past, has not proved acceptable to Hartford people. The board track there has been in very bad condition the last two or three years, and has often been actually dangerous to ride upon. There are thousands of bicycle riders in the city, and it is likely that races run by a cycle club will be more of an attraction than the ones served up by a promoter. The club will hold a big meet in the early summer. A. J. Welch, who manages Charter Oak Park, thinks it will prove a great drawing card.

After making several payments to racing men who were hurt, the Injured Cyclists' Fund, an Australian institution, has a balance on hand of \$850.

THE POLICEMAN'S LOT

What the Motor Bicycle Has Done to Render it Happier—An Official Convinced.

While the formal contract of the New York Police Department for motor bicycles is still hanging fire, Patrolman A. B. Ennis, who was the first of the force to use that type of bicycle, is putting it to good use. In the line of duty, he has already covered nearly two thousand miles, and it would be difficult to

ing in a runabout on Riverside Drive he encountered Ennis, and, stopping, asked for information on the point. Ennis promptly volunteered to illustrate the efficiency of the new bicycle in that particular respect if the commissioner would whip up his horse. The commissioner did so, and when he had attained a smart pace Ennis dashed up from behind, seized the animal's bridle and threw it on its haunches before his superior knew what had happened. It goes without saying that the commissioner's doubts were dissipated.

Ennis himself is a big, husky chap, and



PATROLMAN A. B. ENNIS.

find a more enthusiastic partisan. Ennis even attributes to the motor bicycle the disappearance of a chronic pain in his back, while, due to the operation of the grip control, he maintains that there is no doubt that his wrist and forearm have been considerably strengthened. The pain in his back, which he attributed to some local kidney disturbance, was of long standing, and made itself felt after each day's work on the pedal propelled bicycle. Within a month after getting the motor bicycle it disappeared and has not since returned.

In connection with the pending decision of the Police Department to adopt motor bicycles, they are telling a good story regarding the manner in which one of the deputy commissioners sought to put it to the test. Some one had told this official that it would be impossible for the rider of a motor bicycle to stop a runaway horse. While driv-

has done good work in suppressing the automobile scorchers. Although he is a heavy man and has not spared his mount, it has given him comparatively little trouble, and he has sustained but one accident. A horse crossed his path one day and sent him head over heels, but the worst injury suffered was a torn coat sleeve. He originally came from Rochester, N. Y., where, like his brother, he was a road racer of considerable repute.

Ellegaard Defeated in Australia.

Ellegaard, the ex-champion of the world, made an inauspicious debut in Australia. He made his first appearance in a five-mile scratch event in Sydney on the 8th inst., and finished among the "also rans." The race was won by Pye, a native Australian, Rutt, the German, being second. Pye's victory was the occasion of a thundering demonstration by the big attendance.

A "POT HUNTERS" MEET

How a Country Town Secured an Aggregation of Attractions Without Labor.

Just as the symposium was about to break up, each oldtimer having relieved himself of a few reminiscences, some one happened to make a casual reference to "pot-hunting." It had an almost magical effect on such of the party as had been racing men, and first one and then another started in to tell some story about pot hunts in which he had been concerned.

"I'll never forget the surprise party that was given to a lot of the Eastern racing men one Fourth of July back about 1889 or 1890," began a smooth-faced "chunky" man, as he beckoned to the waiter and ordered another round. "The fact that I was one of the most surprised and disgusted one of the bunch is, perhaps, the chief reason for this distinct remembrance.

"There was a town in Eastern Pennsylvania that had been giving a yearly meet on a half-mile horse track, and they were pretty nice meets. They never attracted any great number of good men, however, as the Fourth of July was a busy day everywhere, and both big and little guns were pretty well scattered. But the promoting club gave good prizes, and the news had travelled around that they were to be something extra this year.

"The year before I had raced there and done pretty well. So I sent my entry in and dropped into the town the night before. Arriving at the principal hotel, I was surprised to see a couple of New Yorkers whom I knew sitting on the porch with their legs cocked up, calmly viewing the scene.

"Hello! What in thunder are you doing here?" I cried, as I shook hands with them. 'Oh, we thought we would run over and see what was doing here,' was the reply. 'But I thought you were going to Blankville,' mentioning a place near New York where a meet was also scheduled. 'I saw you were entered there.' 'Yes, but we decided to come here,' and I afterward learned that neither knew of the other's change of programme until they met on the train.

"How are the entries?" I next asked, in as unconcerned a tone as I could muster. 'Any more from out of town?'

"Just a few," replied one of the New Yorkers, in a sarcastic tone. 'There's So-and-so, and What's-His-Name,' and he reeled off a list of men from Philadelphia, Pittsburg, Reading and the New York district that fairly made my head swim. Outside of the half-dozen top notchers of the day, all of the Eastern men of prominence were on the list.

"But none of them are here yet, are they?" I asked, grasping at a straw. The obliging New Yorker mentioned three men who, he said, were in town. 'But the others will

probably be along before to-morrow afternoon,' he added maliciously.

He was a true prophet. They came by ones and twos, and by noon the next day there was as fine a collection of racing men as you would be likely to find outside of Springfield. on a pot hunting expedition, each thinking that he would be the star of the meet, or that at most he would have to share honors with only one or two luminaries of equal brilliancy. And it was a sight to watch them as they got in town with their machines and bags and saw who was already there. It became a joke after a while, and we would stand on the hotel porch, partly concealed from view, and watch the effect on the new comers when they saw us. Some of them looked pretty glum at first, but sooner or



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later would see the joke and join in the fun. I remember there was one train that got in about 1 o'clock in the afternoon, and, as the station was on the way to the track, we formed in procession and waited for the train to see who would come in it. Sure enough, there were two more New Yorkers who alighted and made their way to the baggage car to get their machines. This done, they turned and saw us. Such a shout as went up at the astonished look on their faces when the full significance of the sight came to them! They joined in, reluctantly at first, then heartily, for no one could resist the infectiousness of the occasion.

"Such a race meet as that was! The town turned out almost en masse, for the news of the invasion of racing men had got about, and everybody looked for great sport. The promoting club was in high feather, and the entertainment committee lavished every attention on us. They had the track in splendid shape, and there was nothing left to be desired. Talk about hotly fought contests and hair raising finishes! They were there in every heat and every final. The 'also rans' included some of the crackajacks of the day,

and never were 'pots' so striven for. Each man rode his 'darndest,' in order to have something to show for his journey, and pedals and lamps offered for third and fourth prizes were as fiercely contested for as if they had been gold cups.

"The meet wound up with a consolation race. At first none of the fellows who had failed to win would start, believing it beneath their dignity. But one of the best men broke the ice and declared he would compete; and then, just for a joke, the others followed his example. I was one of the unfortunates, and I made up my mind to get something if I had to ride myself to a standstill. Everybody else seemed to have made the same resolve, however, and the pace was a scorcher from the pistol shot. Coming round from the back stretch on the second—and last—lap, I manoeuvred to get a good position; but everyone made the try just when I did, and there ensued a thundering big fight. I didn't get just where I wanted, but was fairly well placed when the scamper down the straight began. But just when I thought I had first or second cinched the combination got busted. I was laying second, behind a good man who I calculated to take me almost to the tape and then I was going to try to nip him. But he was all out, and I delayed a shade too long. There were about a dozen of us in a bunch, and those behind came up with such a rush that when I cut loose from my man I was hemmed in on both sides. Six of us passed the tape separated only by a palm's breadth, and, although I'll bet I wasn't three inches to the bad, I wasn't among the four placed men."

Taylor Loses Australian Plum.

If reports are to be believed, "Major" Taylor's projected Australian trip is off, and the dusky rider has fallen between two stools.

It appears that after announcing his intention of competing in the world's championships run at London in September, on the ground that this was the first occasion when he could compete in these events without offending his scruples against Sunday racing, he shirked the contest on the plea that he was going to Australia again this winter, and could not stand the strain of further summer competition.

The excuse sounded feasible, although many broadly hinted that the "Major" was afraid to put his prowess to the test.

Now it turns out that the Australian negotiations have fallen through, and Ellegaard has been engaged in Taylor's place at a fee of \$10,000 for appearance money alone.

Tack Throwers Brought to Taw.

Two men who were found guilty of scattering tacks on the course of a recent road race in New Zealand were severely dealt with by the court. One of them, a competitor in the race, not only sprinkled the tacks but also placed on the road a piece of iron studded with nails. He was fined \$37.50 for each offence and was then suspended for life and warned off tracks by the League of New Zealand Wheelmen. His partner in crime paid \$10 for his share of the "amusement."

DECLINE OF GAMBLING

Newer Racing Element Less Addicted to the Evil—Some High Play Recalled.

"Gambling among racing men, both amateur and professional, is not anywhere near as popular as it used to be," said a veteran trainer who was watching some of the candidates for six-day fame train at the Vailsburg track this week. "You do not hear any more stories of poker games that last for four or five days, such as you did in '96, '97 and '98. Nor is there even as much card playing and 'crap shooting' as there was two or three years ago.

"The rules of the N. C. A. and the L. A. W. regarding gambling never did have much effect so far as stopping the riders from staking their money on cards or dice is concerned. In the days when big teams of riders with trainers and managers were sent out on the circuit every year, there were little cliques that had sessions of poker playing almost every night. Of course, if they had to make long trips by train at night they would have to abandon their games, but even then it would generally be found there was a game on if any of the party could secure the drawing room of the sleeping car.

"The late hours that poker and kindred pastimes entailed, and the wear on the nerves of the players, caused many rows between some of the oldtime 'stars' and their trainers or managers. One famous racing man who won many a big race at Springfield and other tracks was a constant source of worry to his trainer. The racing man had one particular crony, a Chicagoan, among the riders, and the pair spent many a sleepless night over cards or dice. Things finally came to such a pass that the trainer of the 'star' took the Chicagoan to one side and told him that he would give him \$5 a week as long as he kept off the circuit. The Chicagoan declined the offer without thanks.

"So intent on gambling were some of the men that I have often seen them matching dollars while waiting for trains at railroad stations and junctions. Several of the riders had a habit of pitching silver dollars into the air and letting them fall on to the station platforms, to the great wonder and amazement of the other passengers. The practice of pitching silver dollars was undoubtedly done in most cases to impress the villagers, but it was the cause of many a weird tale in small country newspapers. While a few of the riders were pitching dollars, some of the others would often 'shoot craps' on an empty baggage truck, and the local reporter who was assigned to the railroad station could not be blamed if he thought all racing men were desperate gamblers.

"The prevalence of gambling developed traits in some of the riders that they had succeeded in hiding in their racing. I remember a case of that kind that caused gen-

eral surprise at the time it happened. In 1901, as may be remembered, there was racing almost all summer in Madison Square Garden. An Eastern racing man who had been ruled off the track for a 'put-up' job in a match race was a frequent visitor at the training quarters and took part in many of the 'crap shooting' games. He was content for some time to be merely one of the players in the games run by some of the riders or trainers.

"He did not make money fast enough that way to suit him, so he started a game of his own. Some of the younger riders and trainers who did not know the man very well played in his game and he did very well for a time. His career was cut very short, however, by some of the older and more experienced hands, when they discovered that he was cheating those who did not understand the game as well as he did. When the players would win, he would 'short-change' them or say that they had not won. If he would acknowledge that they had won, he would give them but 50 cents when in reality they were entitled to two or three dollars. The 'lambs' were told how they were being shorn and so the ruled-off man was left as the sole player in his own game.

"Instead of taking his exposure quietly and trying his luck at some of the other games, the outlaw became very indignant. So wrathful was he that his ideas turned a complete somersault, and from being a partisan of gambling he became one of its most earnest foes. Before his newly acquired spasm of virtue lost its force, he left the building and hunted up a policeman. He told the officer that Madison Square Garden had become a veritable 'Temple of Chance.' That the dressing rooms in the famous building were filled with gamblers, who were despoiling young and innocent amateur racing men of their money. He offered to guide the officer to the lair of the gamblers, and the pair invaded the building.

"When the officer's blue uniform was seen coming through the door by some of the riders that were not engaged in any of the games, they ran to warn the players. The latter scattered quickly through the many galleries of the building and disappeared from sight. The officer found no signs of gambling when the outlaw took him to the rooms where he said the games were in progress, and the officer seemed to think he was the victim of a practical joke. After that there was always a sentinel on guard when a game was in progress, and it was many a long day before the outlaw dared show himself among the riders he had tried to betray.

"There were only a few times this year when play ran high. One instance was during the long journey to St. Louis and return. It was said that on the return trip one of the riders had won \$150 after he had lost \$75; but they don't play as much or for as high stakes as the old crowd did."

A pessimist who overheard the foregoing remarked that the real reason why the riders do not gamble so much now was because they did not have the money.

L. A. W. RECONSTRUCTION

Country Divided into Four Districts and National Representation Apportioned.

In accordance with the revised constitution of the L. A. W. abolishing State divisions—save in New York, Massachusetts and Pennsylvania—and separating the country into districts, the executive committee of that organization has completed the work and apportioned representation in the National Assembly as follows:

DISTRICT I.—TWO REPRESENTATIVES.

| | | | |
|---------------------|----|----------------|-----|
| Maine | 35 | Illinois | 72 |
| New Hampshire | 36 | | |
| Vermont | 6 | Total | 165 |
| Indiana | 16 | | |

DISTRICT II.—TWO REPRESENTATIVES.

| | |
|--------------------|-----|
| Rhode Island | 87 |
| Connecticut | 68 |
| Total | 155 |

DISTRICT III.—TWO REPRESENTATIVES.

| | | | |
|-------------------------|----|-----------------|-----|
| Delaware | 1 | Kentucky | 18 |
| Maryland | 39 | Tennessee | 6 |
| Dist. of Columbia | 20 | Missouri | 38 |
| Virginia | 6 | Oklahoma | 1 |
| West Virginia | 4 | Louisiana | 4 |
| North Carolina | 2 | Texas | 8 |
| Georgia | 3 | | |
| Florida | 2 | Total | 152 |

DISTRICT IV.—TWO REPRESENTATIVES.

| | | | |
|--------------------|----|------------------|-----|
| Michigan | 32 | Montana | 5 |
| Wisconsin | 18 | Idaho | 1 |
| Minnesota | 17 | Washington | 2 |
| Iowa | 16 | California | 33 |
| South Dakota | 1 | Utah | 1 |
| Nebraska | 2 | Arizona | 1 |
| Kansas | 7 | Foreign | 13 |
| Colorado | 10 | | |
| Wyoming | 4 | Total | 163 |

Regarding the peculiar grouping of Illinois and Indiana with three New England States, President Cooke explains that the object was the formation of districts of nearly equal strength of "giving to each two representatives—eight in all—which is the largest possible number; and, further, in practically subdividing each district into two sections, so that each section, if acting in harmony with the other, may have a representative. For example: In District I, one for Northern New England and one for Indiana and Illinois; in District II, one each for Rhode Island and Connecticut; District III shows an Eastern and a Western part; and in District IV, are the Central West and the Pacific group."

Nominations for representatives will remain open until December 1. The mail vote will occur between December 7 and 15.

Of existing divisions, New York and Massachusetts have nominated representatives as follows:

New York—Dr. Frank A. Myrick, New York City; L. P. Cowell, New York City; Edward F. Hill, Peekskill; L. H. Washburn, Albany; Dr. L. C. Le Roy, New York City; Henry G. Wynn, New York City; John F. Clark, Great Kills; J. C. Howard, New York City; George T. Stebbins, Brooklyn.

Massachusetts—Quincy Kilby, Boston; Alonzo D. Peck, Boston; Arthur P. Benson, Dedham; Charles W. Pierce, Brighton; Frank W. Weston, Dorchester.

Goerke Beats the Solalers Indoors.

Oscar Goerke established a new indoor flat floor record last Saturday night, when he won the two-mile handicap from scratch in the games of the 13th Regiment A. A., in Brooklyn. Goerke rode from scratch, and his time for the two miles was 4:56, breaking the old record of 5:06 2-5, held by himself. Gus Perden won the one-mile handicap from the 80-yard mark by two lengths, in 2:23. Goerke finished fourth, from scratch. Summaries:

One-mile handicap—Won by Gus Perden, Company E (80 yards); O. Devine, Company M (65 yards), second; W. Charlton, Company C (100 yards), third; Oscar Goerke, Company E (scratch), fourth. Time, 2:23.

Two-mile handicap—Won by Oscar Goerke, Company E (scratch); Gus Perden, Company E (90 yards), second; O. Devine, Company M (80 yards), third. Time, 4:56.

Mettling Meets With Accident.

Louis Mettling, of Boston, who is entered for the six-day bicycle race at Madison Square Garden, received painful burns Sunday night while trying to extinguish a fire in his mother's dress. Then, to add to his troubles, Mrs. Mettling broke away from her son and jumped from a second story window. She was caught by passing citizens and saved from fatal injuries.

Mettling says that, although his burns may keep him from training for a few days, he will positively enter the annual grind.

Berlin's Bicycling Population.

Some interesting statistics have been published concerning the number of cycles in use in Berlin, Germany. The Berlin police give in a recent publication the number of bona fide cyclists for 1891 as 485, which in 1896 had increased to 20,129 and in 1900 to 69,863. The number of cyclists' numbers issued last year was over 100,000 for Berlin, and if the capital resembles other districts of the empire the number of cyclists must be very great.

Center First on the Beach.

Twenty-seven members started in the two and one-half-mile handicap held by the California Cycle Club on the beach at San Francisco last week. Frank Center, with a one-minute handicap, finished first, and H. Maytarena and E. Michael, respectively, each with 45 seconds handicap, were second and third. The best time was made by Arthur Trout (scratch), 4:46 4-5; Percy Lawrence (15 seconds), second, 4:51 1-5, and Arthur Dagget (15 seconds), third, 4:51 2-5.

One-Legged Rider as Evidence.

In a suit brought in England to recover on a warranty on an automobile, evidence was produced in support of the contention that the car never went right. It was asserted that on one occasion the car was passed on the road by a wooden legged man riding a bicycle. The rider kept on and was soon lost sight of in the distance.

Motorcycle Leads to Murder.

The motor bicycle has proved the innocent cause of a lamentable tragedy in Roanoke, Va. Charles R. Fishburne, a young bank clerk of that place, was the owner of the machine, which for some reason has been ironically and generally dubbed the "ice wagon"—so general, indeed, that the small boys of the town made a practice of shouting "ice" whenever Fishburne appeared with it. They made his life something of a burden with their cries.

He stood it, however, until October 30, when Victor Hoffman, fourteen years old, hurled the familiar cry at him. It aroused him to anger, and, leaping from his wheel, he seized the youngster and trounced him soundly. He then repaired to the boy's home and informed his step-father, Dr. Fred C. Lefew, of what he had done. It precipitated a fight, which was ended when Fishburne drew a knife and stabbed Dr. Lefew over the heart. The victim died on Sunday last, and Fishburne is, of course, in jail on a charge of murder.

Judge Scores Numbering System.

In dealing with a case involving the registration and numbering of automobiles, which in many places applies also to motorcycles, Judge Haney, of Chicago, last week condemned such laws in scathing language.

"As in every one of the labor strikes, where there is far more damage done and more danger to the lives and limbs of citizens, often causing the destruction of life," he said, "why shouldn't the Common Council pass an ordinance that every man that belongs to a labor union should be tagged, so that whenever violence or damage is committed the police could capture him?"

"Then the police might have no more to do than to stand on some street corner and look at events with a long glass until they see a man with a number violating the law and then they could go over and arrest him. The comparison is not overdrawn. The principle is the same."

How Buffalo Collected the Vote.

As usual, Buffalo was the one city in the United States which made use of bicycles in collecting the election returns. The Rambler Bicycle Club, of that city, furnished the riders, and they carried the returns to the city Hall from the one hundred and eight polling places. The first rider reached the City Hall in exactly four and one-half minutes after the poll in his district had closed, and, generally speaking, all of the messengers made faster time than in previous years.

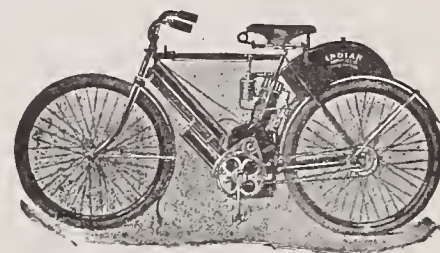
Justice of the Irish Brand.

They have some queer laws in Ireland. One of them was recently brought to bear on four boys who were engaged in delivering cycle frames. For venturing on a Dublin sidewalk while encumbered with their parcels they were arrested, and, although it was shown that the boys did so only to avoid an oncoming automobile, each was fined.

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INDOOR SEASON OPENS

Big Fields in Buffalo Armory Races in Which Little Schue Shines.

Gurney Schue, of the Ramblers' Bicycle Club, was the star of the bicycle events which were run at the games of the 65th Regiment in Buffalo on November 11. It was the first indoor meet of the season, and the contests were witnessed by an unusually large number of spectators. Almost all of the members of the Remblers' Bicycle Club were present to cheer Schue on to victory. The latter is a little fellow, but from his showing that night he is expected to be a worthy successor of William F. Polson, who was hailed as the local "Flat Floor King." Dai H. Lewis, the local dealer who promoted two of the largest road races of the year at Buffalo, acted as referee and handicapper.

In the first event, the two-mile handicap, Schue won the second heat from the 80-yard mark. There were five heats, the first two finishers in each heat starting in the final. Schue won the final in good time. Alfred Mercer, of the 65th Regiment, was second, though McCracken, of the Ramblers, gave him a great fight for the place. Trial heats at two miles were run for the five-mile open, with the first and second men to start in the final. Schue won his heat, the first, and had little trouble capturing the

deciding heat. R. J. Hoover, a clubmate of the winner, fell in the final heat, but remounted and tried to catch the field. He had lost so much ground that he was forced to give up, but was heartily cheered for his gameness.

Summaries:

Two-mile handicap: First heat—Won by C. McCracken, Ramblers' B. C. (80 yards); T. J. Hanks, Ramblers' B. C. (130 yards), second; E. Koch, Woodbines (110 yards), third. Time, 5:22. Also ran, J. Nagel, Ramblers' B. C.; scratched, George Goehler, Ramblers' B. C.; Phil Backert, Ardells.

Second heat—Won by E. J. Hanks, Ramblers' B. C. (80 yards); G. J. Young, Ramblers' B. C. (160 yards), second; William Martin, Woodbines (90 yards), third. Time, 5:23. Also ran, W. E. Bauman, Woodbines; C. Haas, unattached.

Third heat—Won by G. Schue, Ramblers' B. C. (80 yards); A. W. Holmes, Ardells (70 yards), second; J. S. Baker, Ramblers' B. C. (160 yards), third. Time, 5:20. Also ran, Val Jehle, 65th Regiment A. A.; scratched, J. Cooper, unattached.

Fourth heat—Won by J. Lester, Ramblers' B. C. (80 yards); H. Hennessey, Ramblers' B. C. (160), second; J. M. Tanner, Woodbines (50 yards), third. Time, 5:25. Also ran, Fred Schudt, Ramblers' B. C.; scratched, F. Cushing, unattached; C. Spaeth, unattached.

Fifth heat—Won by R. J. Hoover, Ramblers' B. C. (50 yards); Alfred Mercer, 65th Regi-

ment A. A. (110 yards), second; R. S. Lewis, Ramblers' B. C. (70 yards), third. Time, 5:31 2-5. Also ran, H. T. Krafz, Ramblers' B. C.; scratched, William Eagles, unattached.

Final heat—Won by Gurney Schue, Ramblers' B. C.; Alfred Mercer, 65th Regiment A. A., second; C. McCracken, Ramblers' B. C., third. Time, 5:15 3-5. Also ran, T. J. Hanks, Ramblers' B. C.; E. J. Hanks, Ramblers' B. C.; G. J. Young, Ramblers' B. C.; A. W. Holmes, Ardells; J. Lester, Ramblers' B. C.; H. Hennessey, Ramblers' B. C.; R. J. Hoover, Ramblers' B. C.

Five-mile open; trial heats two miles—First heat—Won by G. Schue, Ramblers' B. C.; A. W. Holmes, Ardells, second; no third. No time taken. Scratched, H. T. Krafz, Ramblers. W. E. Bauman's (Woodbines) chain broke.

Second heat—Won by Fred Schudt, Ramblers' B. C.; J. Nagle, Ramblers' B. C., second; William Eagles, unattached, third. Time, 5:47 2-5. Scratched, C. Haas; unattached; Phil Backert, Ardells.

Third heat—Won by R. S. Lewis, Ramblers' B. C.; C. McCracken, Ramblers' B. C., second; T. J. Hanks, Ramblers' B. C., third. Time, 5:38 1-5. Also ran, Val Jehle, 65th Regiment A. A.; scratched, George Goehler, Ramblers' B. C.; Joseph Cooper, unattached.

Fourth heat—Won by R. J. Hoover, Ramblers' B. C.; J. M. Tanner, Woodbines, second; E. J. Hanks, Ramblers' B. C., third. Time, 5:39. Also ran, J. S. Baker, Ramblers' B. C. Chain broke on bicycle of Alfred Mercer, 65th Regiment A. A.

Final heat—Won by Gurney Schue, Ramblers' B. C.; A. W. Holmes, Ardells, second; J. M. Tanner, Woodbines, third. Time, 14:08 1-5. Also ran, Fred Schudt, Joe Nagel and R. J. Hoover, Ramblers' B. C.



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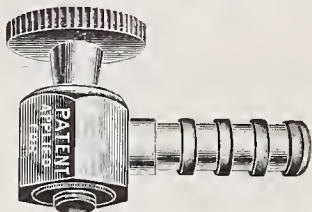
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The Week's Patent.

773,588.—Pneumatic Tire. Charles H. Pierce, Alma, Cal. Filed June 3, 1903. Serial No. 159,968. (No model.)

Claim—The combination with the rim of a vehicle wheel and a pneumatic tire seated therein, of a non-resilient imperforate endless hoop of thick material having an inner groove extending longitudinally of the full length thereof and forming oppositely reduced embracing side portions, the said grooves being of less depth than one-half the diameter of the pneumatic tire and provided with transversely extending corrugations at regular intervals throughout the length thereof and terminating at the edges of the reduced side portions of said hoop, the corrugations preventing the pneumatic tire from slipping longitudinally in the hoop.

773,903. Wheel Hub. Horace N. Thayer, Erie, Pa. Filed January 30, 1904. Serial No. 191,362. (No model.)

Claim—1. The combination in a wheel hub of hub heads formed of sheet metal, there being ball channels in and peripheral ears on said heads, balls in said ball channels, loose hollow thimble cones forming the inner bearings of said balls and retaining them in the ball channels, and sheet metal collars secured to the ends of the hub by means of the ears on the periphery of the hub for retaining the thimble cones in place, substantially as set forth.

773,959. Sleigh Runner Attachment for Bicycles. Richard A. Meissner, Hoboken, N. J. Filed May 2, 1904. Serial No. 205,888. (No model.)

Claim—1. A sleigh runner attachment for bicycles, consisting of a front runner, a segmental channel therein of circular cross section like the tire, a top opening of somewhat smaller diameter in said channel extending through its entire length and allowing the tire to pass through when flat, and a rear runner having a segmental channel in its centre extending through its entire body, and means for securing said runner to the rear wheel.

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"STAR"



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Catalogs showing stock goods mailed upon request.

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, November 26, 1904.

No. 9

WILL MAKE PARTS, TOO

Reading Standard Acquires a Hnb Plant and Adds to Its Productions.

Hubs, handlebars and seat posts will be included in the manufactures of the Reading Standard Cycle Manufacturing Co., Reading, Pa., and will be offered to the trade generally next season.

The decision to market hubs follows the purchase of the entire hub business of Bardons & Oliver, which had long been conducted at Cleveland, Ohio, under the style the Cleveland Hub Co. W. F. Remppis, the head of the Reading Standard Co., negotiated the transaction last week. The purchase includes all of the tools and machinery, and all parts of hubs on hand; also that portion that the Cleveland Hub Co. devoted to hubs for sulkies.

The B. & O. hub is no stranger to the Reading Standard people, as they have used it in their bicycles for a number of years, and their purchase of the business is the best evidence of their opinion of it. It goes without saying that the addition of these lines will in no way interfere with the production of Reading Standard bicycles.

Holden to Winter in the South.

George N. Holden, the Indian agent in Springfield, Mass., will spend the winter in Florida, having undertaken to conduct the motorcycle livery at Ormond Beach, which last season proved such a notably successful experiment. Holden will, of course, stock the stable with Indian motor bicycles and fore-carriages, which latter the Hendee Mfg. Co. have recently added to their productions.

Where Business Is Boomish.

The German trade has experienced such a remarkably good year that a second boom is said to have taken place. Increased sales have been the rule nearly everywhere. One English concern, with a German factory, has disposed of 17,000 machines, and another, the Premier company, has made three times as many machines in its German factory as in its home plant.

How Aurandt Is Gathering Orders.

Twenty agents visited and twenty contracts closed is the remarkable record of W. R. Aurandt, the New England representative of the Miami Cycle and Manufacturing Co. up to Saturday last. The contracts include specifications for shipment for a greater number of bicycles than he had sold in any corresponding period since he went on the road for the Miami people, six years ago.

It was, Aurandt stated, by far the most successful trip he had ever had, and what adds interest and significance to the statement is that the Racycle Pace maker, fitted with the Persons Dominion saddle—which is controlled exclusively by the Miami Cycle and Manufacturing Co., and which is the highest priced model in their line—is having a proportionately greater sale than it has enjoyed in the past.

Fisk Opens in New York.

The Fisk Rubber Co. is this week establishing a New York branch at 754-756 Seventh avenue. J. W. Bowman, hitherto in charge of the sales department at the factory in Chicopee Falls, will locate at the New York branch as general Eastern sales manager.

Penrose Goes with Fisk.

Morris Penrose has been designated manager of the new branch which the Fisk Rubber Co. will open in Cleveland, Ohio, early next month. He formerly represented the International A. & V. Tire Co. in Boston, and previously was for years connected with the Hartford Rubber Works Co.

Fire Damages Buffalo Plant.

A fire which broke out in the rear part of the plant of the Buffalo Metal Goods Co., Buffalo, N. Y., last week, inflicted damage estimated at \$6,000. The loss is covered by insurance. The concern includes the Ather-ton coaster brakes among its specialties.

Wanamaker Takes on the Pierce.

The agency for Pierce bicycles in both New York and Brooklyn has been placed with John Wanamaker. Manager Gash of Wanamaker's states that it is their intention to push bicycles vigorously next season.

USING THREAD FABRIC

Improvement of Diamond Tires Carries with it the Speed-Quickening Cloth.

Although it is not generally known, the Diamond Hunter tire, manufactured this year by the Diamond Rubber Co., employed a thread fabric. It proved so successful that it is retained as the company's leader for 1905, and has been improved in both construction and appearance. The more famous Diamond 400 is also to be made with a thread fabric in 1905, and with the Hunter will constitute the line which the big Akron concern will push vigorously next year.

The new Hunter is light and resilient, and is intended to appeal to the class of riders who desire a speedy, easy riding tire. These qualities are secured by the use of the thread fabric referred to. A thickened and raised tread enhances the appearance of the tire and adds to its durability and serviceability. It is cured in the mould instead of by the open heat process so much used in the manufacture of thread tires. The Diamond 400 has, as stated, also been reconstructed, thread fabric being substituted for the woven one formerly used. The fabric has been increased in weight over this year's Hunter fabric, and will be found durable and reliable.

It is the intention of the Diamond Co. to make a strong bid for the 1905 trade. With the two tires referred to, they will have a strong combination, and with it they expect to regain the commanding position they formerly held.

Incorporates in New Jersey.

With a capital of \$125,000, the Eagle Rubber Cement Co. was incorporated at Trenton, N. J., last week by Adolph Biller, Emil Biller and Nevin J. Loos. In addition to making and selling rubber cements, the concern will deal in bicycle materials.

Snyder Makes a Change.

Harry M. Snyder, for the past four years identified with the Detroit branch of the Diamond Rubber Works, has engaged with the Detroit branch of the Hartford Rubber Works Co.

THE TINIEST TANDEM

Produced by Pope for Two of the Littlest Lads in Florida.

W. A. Lofton, the Pope agent at Miami, Fla., has received the miniature Columbia tandem which was referred to in the Bicycling World a few weeks ago, and of which the accompanying illustrations give a better idea than any words. The machine was built to order at a cost of \$75, and is to be used by Lofton's two children, aged twenty-two months and four years, respectively. It was specially constructed, hand work being employed almost exclusively in its manufacture.

The machine weighs 16 lbs. complete. It has a thirty-three inch wheel base and a loop frame front. It has ball bearings throughout and the cranks, pedal centers and all the



small parts are hand forged. The chains are adjusted and made the same as those of the big machines.

The tires and wooden rims had to be made especially for the tandem. The tires are 12 by 1 $\frac{3}{8}$ inches. The finish is Columbia enamel and the striping is in blue and gold. The chains were made in the company's Indianapolis factory, and the saddle at the Chicago factory. There is an eleven inch reach for the forward seat and thirteen inches for the rear one. The crank is 2 $\frac{3}{4}$ inches, while the average sized crank is seven inches. The \$75 represents the actual cost of making the machine.

The machine is so small that it can be ridden between the legs of a man with its riders seated in the saddles.

Unable to defy the fierce competition that has been going on in the bicycle chain trade for the last few years, the Garrard Mfg. Co., Ltd., of Birmingham, England, has succumbed and a receiver has been appointed by the creditors. The Garrard company at one time occupied a prominent and prosperous position.

How to Remove Enamel.

The recipe for removing enamel from old frames is contributed by an English firm:

"We had a cast iron tank made, 4 feet long, 3 feet deep and 1 foot wide. Inside, at the bottom of this tank, we screwed together a quantity of short pieces of five-eighths inch steam piping by means of 'bends' and 'elbows,' so that they formed steam coils, the supply and the waste piping being brought up the insides and over the top of each end. The steam was supplied from a small vertical boiler used for other purposes also.

"The tank was nearly filled with a strong solution of brown American potash and water, which solution was the residue from the potash tank in our plating shop. Two frames, four wheels and the mudguards can be boiled at once in this tank, and half an hour's boiling will completely remove the hardest coat of enamel and all grease from the bearings at one operation.

"The next process is to remove all traces of the potash, lest it should injuriously affect

the subsequent coat of enamel. This is affected by again boiling the parts (after removing the bearings) in another similar tank containing clean, frequently changed water. Finally, the parts are scrubbed with a suitable stiff brush in a flat shaped tank of clean warm water, after which they are ready for polishing."

Odd Effect of an Odd Price.

"A peculiar side of the \$210 price for motor bicycles has never been remarked," said H. A. Gleisman, the well known New York dealer, in discussing the subject a day or two since. "I mean its effect on the average purchaser. It is my experience that nearly all of them are possessed of the idea that the ten dollars was imposed merely to be 'knocked off.' Few are willing to pay it without haggling or without 'shopping' down the line. No matter how badly they want a motor bicycle or how willing they are to pay the price, they want it at the round figure, \$200. The result is that the prospective purchaser goes from one dealer to another in an effort to save the ten dollars, and the one who first had him in hand, and who did all the missionary work, usually loses the sale. If the buyer is finally convinced that he must pay \$210, by the time the conviction is forced on him he is ashamed to return to the dealer with whom he first dickered, and who, of course, refused to sell him for less than \$210."

Centaur Pays a Profit.

The annual report of the New Centaur Cycle Co. shows that it is one of the few English concerns to improve over the 1903 business. The year's profit is, in round numbers, \$27,500, as compared to only \$11,000 the previous year. Out of the former sum a dividend of 5 per cent on the preference shares and 6 per cent on the common has been declared.

The Centaur is one of the oldest English companies, and its product, under the style King of Scorchers, was once well known here. Of late years it has met with reverses, but, as the above figures indicate, appears to be getting on its feet again.

Here's a Four-Cylinder Motorcycle.

The Fabrique Nationale, the big Belgian concern, has added a four-cylinder motor bicycle to its numerous productions. The cylinders are in line and placed vertically. Bevel gear shaft drive and magneto ignition are employed. Despite its multiplicity of cylinders, however, the engine is rated nominally at only 3 horsepower.

Slee Says It's the "Best Ever."

What J. Noah H. Slee, president of the G. W. Cole Co., New York, describes as "the best single piece of advertising literature we have ever issued" has just been published under the style "The 3-in-One Oil Book." It is in the form of a pocket dictionary designed to show the manifold uses of the oil and the best means of applying it.

PASSING OF MICHAEL

Most Famous of Little Men Dies in Mid-Ocean—His Remarkable Career.

When the report came out, attributed to a wireless telegram and published late Friday afternoon, that Jimmie Michael had died aboard ship en route to this country, few believed it. It was freely discussed as a sensational yarn of the press agent for the six-day race. When the *Savoie* docked late that evening the sad news was speedily found to be true. The little fellow had expired last Monday morning from congestion of the brain, while the ship was well on its way to this country, where Michael was scheduled to meet Walthour in a 15-mile motor paced contest the Saturday night before the beginning of the six-day race.

Michael sailed from Havre on October 19 with the three foreign teams that are to compete in the six-day contest, and Friol, the professional sprinting champion of France, who is to race against Frank L. Kramer, the American champion. The ship's officers say that no healthier appearing passenger than Michael boarded the boat at Havre. On Sunday afternoon he complained to Dr. Maire, the ship's surgeon, of a splitting headache. He told Dr. Maire that he thought his headache was due to his accident at the Friednau track, at Berlin, in May of 1903. Since that time Michael said he had had partial paralysis of the left side of his face, and that he also suffered the loss of his memory at times. He felt better that night, and joined a number of the riders at dinner, the head steward remarking that the little Welshman was the liveliest member of the party.

The party talked late in the smoking room, and when Michael left them, he told Jean Gougoltz, the French rider, that he had slight pains in his head. Gougoltz helped him make himself comfortable in his berth, and then left him. Gougoltz heard Michael groaning in his cabin about 3 o'clock in the morning and called Dr. Maire. Michael was delirious and in great pain, and the ship's surgeon found that he was suffering from congestion of the brain, with little chance of his recovery. Gougoltz and Petit-Breton remained with the little Welshman, who died at 11 o'clock that morning, without regaining consciousness. Gougoltz and Petit-Breton took charge of the body and had it embalmed, so it could be brought to this country. When the ship was within wireless range of this country Gougoltz sent a message to P. T. Powers, promoter of the six-day race. Mr. Powers took charge of the body on the arrival of the ship, and after he had cabled Michael's mother, began making arrangements to ship the body to Wales for burial.

The death of Michael marks the passing of undoubtedly the greatest little man that ever

straddled a bicycle. Without any question, he has been the subject of more newspaper articles than any other racing bicyclist in the history of the sport. He was modest almost to shyness, and was never willing to talk very much about himself or his riding exploits. In his training and racing he displayed great originality, and was constantly doing "stunts" that made people open their eyes in wonder. At first, many of the racing men and trainers thought that many of the things that he did were performed solely for effect, but closer study invariably showed that Michael well knew what he was doing, and had excellent reasons for what many at first had called "freak" ideas.



JIMMIE MICHAEL.

He was born at Aberammam, Wales, in 1877, and was scarcely five feet tall. He never weighed much more than 105 pounds in all his racing career. He was a butcher's boy in his home town, when he first attracted attention by defeating all of the amateur riders in the vicinity.

"Choppy" Warburton, a famous English trainer of racing men, saw the possibilities of the diminutive Welshman, and took him in charge. He raced him all over Europe and made him the greatest pace follower there, scoring victories over all of the best English and Continental riders. He finally had a falling out with Warburton and left him to come to this country in 1896.

His first appearance in this country was in a mile paced exhibition at the Athletic Field in Buffalo, N. Y., on September 7, 1896. His first race was at the Quill Club Wheelmen meet at the Manhattan Beach track on September 17, 1896. He met J. Frank Starbuck and Al Weinig in an hour paced race, and won it by only ten yards. Weinig had led for the first three miles but Michael took the lead then and held it to the end. He covered 27 miles, 1,689 yards and 1 foot in the hour, which was a new world's competition record. That year and the next Michael broke all of the world's records from two miles to one hundred, time after time.

Michael was trained by T. W. Eck during his first year in this country, and by "Dave" Shafer the next year, when he was under contract to Morgan & Wright.

For a time Michael deserted the cycle track and tried to become a horse jockey. He trained in Phil Dwyer's stable at Gravesend, and had some mounts at New Orleans, but won very few races. He tried again later on in France, but could never make any headway as a jockey, and finally gave it up as a hopeless task. He went back to paced racing, and under the skilful handling of Eck developed much of his former speed, but was never quite the world beater that he had been before his ill advised sortie into horse racing.

He was one of the first, if not the originator in this country, of skipping the rope as part of his training work. Marvelous tales were told of the number of times that he could skip the rope without stopping. When he followed pace, he always carried a quill toothpick in his mouth, through which he breathed. Often after a hard ride he would dismount with but an inch or so left of the toothpick, he having chewed it in his excitement. In his training in the days of human pacing he had a habit of starting out behind a tandem team and dropping back ten feet from the machine. Then he would ride unpaced for five miles or so and generally beat the tandem out in the finishing sprint. He had the easiest position back of a pace-maker, either human or motor driven, of any of the pace followers. He used flat handlebars, and sat up almost straight, which his smallness allowed him to do without losing any benefit of the pacemaker.

During his long career he won perhaps more money than any other racing bicyclist. He was always very generous, and was a prey for both male and female harpies, particularly for the past few years. The accident which happened to him last year at the Sports Park track, Friednau, near Berlin, Germany, was the undoubted cause of many of the vagaries which marked his conduct since that time. He was thrown from his bicycle onto his head on the cement surface of the track and taken to a hospital. He left the hospital and raced the following Sunday, but had to return to the hospital again. He was there for a long time, and it was reported at one time that he had lost his mind, but this was luckily untrue. He was brought to this country to race against George Leander the Saturday before the six-day race started in December, but the Chicagoan defeated him easily in a fifteen-mile motor paced event. He went to Florida after the six-day race was over, but would not train, and was sent to his home in Wales through the kindness of his former trainer, T. W. Eck. While here he told many strange stories of how he was being followed by detectives and being persecuted by former friends, all of which were proved to be entirely without foundation. He had an operation performed some weeks ago to remove the clot of blood which had formed in his head, and was thought to be on the high road to complete recovery.

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May 24, 1904.

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THE FISK RUBBER COMPANY,
CHICOPEE FALLS, MASS.

Western Sales Office. 52 State Street, Chicago.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 26, 1904.

For Holiday Trade.

To dealers imbued with the instincts of the real merchant it will be unnecessary, at this season of the year, to suggest that they lay plans to obtain at least a share of the large sums of money which are annually spent for Christmas presents. There is no good reason why a bicycle dealer should not bid for it. His wares certainly make appropriate gifts and, as a general thing, they are of the kind that are appreciated by the recipients.

If the dealer is advertising in his local paper, he should advertise bicycles as seasonable gifts. If he does not so advertise, he should placard the fact in his window or on his bulletin board, or issue a circular; or, better still, if he is clever with his pen, he should compose and mail a letter, to the most likely parties, to effect the end in view.

Suggestions are what most gift givers are seeking at this season, and there is no telling when or where suggestions of bicycles are likely to fall on fertile ground.

While it is probable that most of the Christmastide gifts in the form of bicycles will be of juvenile models, and this fact should be emphasized in the printed matter that may be issued, it should be equally made plain that bicycles are as acceptable to men and women, and that they accomplish more real good during the ensuing year than nine-tenths of all the other gifts that are made.

To the dealer who does not believe the "game is worth the candle" these suggestions, of course, are of no value; but the man who is up to snuff and appreciates that the holiday season affords a midwinter opportunity that is not to be overlooked, they should bestir to action.

Chain Troubles.

Chain troubles, once such a fruitful cause of mishaps, are seldom met with now. The change is due chiefly to improved construction, although somewhat to more considerate riding. Cyclists do not jump around and strain chains as they once did, nor ride so far and fast. They probably do not take any better care of their chains, nor clean and lubricate them any oftener. But the life of a chain has been considerably lengthened, and, except on old "crocks," there are not so many badly worn and ill fitting chains as were once in evidence.

Mud and dust are the worst enemies a chain has. But the harm done by them is minimized if the chain is properly lubricated. The old mechanical axiom that wherever there is motion there is friction and consequently a necessity for lubrication applies here, and emphasizes the need of attention. Not only does each pin or rivet and roller—if the chain is of the roller type—need to have its bearing lubricated, but also each block or roller where they come in contact with the sprocket teeth. One has only to examine a chain that has been run a little while and notice the bright place on the inside of the block to have this made plain; sometimes it has a flat place worn on it, which speaks eloquently of the friction that has been at work. A film of oil or grease is, therefore, an essential if the best results—both in ease of running and freedom from wear—are to be obtained.

But only a comparatively small number of riders will take the trouble to lubricate. The majority run the chains dry and let mud or dust accumulate on them and work into the joints and act like powdered emery on the steel surfaces. Then when wear takes place

and the chain stretches, until it becomes so long that a link has to be taken out, they wonder that it makes a constant and annoying noise.

That chains have been brought to such perfection that they successfully withstand such abuse speaks wonders for both the materials and methods of manufacture.

The Types of Dealers.

When the hurrah days of the cycle trade passed away, and were succeeded by the period of stress and strain that began in 1897, great changes took place in the personnel of the retail army. Those who were drawn in by the lure of fabulous profits withdrew, and were followed by many of the older type of dealers—the poorly equipped financially forming the bulk of them. In course of time those who were left were composed mainly of two classes: Those who had the business ability and the money to face the storm until such time as they could add other seasonable and profitable lines, and those who hung on to the business for much the same reason that the man clung to the bear—that they were afraid to or could not let go.

These two classes still comprise nearly all there is left of the trade. The dealer of the first type is usually a man of substance and standing in his community—a solid citizen, a successful merchant, who often has a snug sum laid aside. But he long ago ceased to be a cycle dealer exclusively. He has added other lines of merchandise, first as side lines, then, frequently, as main lines, until they formed his staples, finding a sale from the beginning of January until the end of December. Bicycles become more or less a subsidiary article, depending on the degree of popularity still retained by cycling in the town.

Whether or not the cycle is given a fair show in his establishment depends to a considerable extent on the feeling the dealer entertains toward it. Sometimes he regards it with disfavor, holding that it is no longer a money maker, and should therefore be shelved. At other times it is looked upon with favor or even affection, and pushed just as hard as the selling capabilities warrant. Whatever effect an encouraging attitude can have on sales or the increase of riding is produced by this class of dealers, and it is undoubtedly productive of much good; just as an attitude of indifference tends to make matters worse than they would otherwise be.

To a greater extent than most people im-

agine the future improvement of the business is in the hands of this class of agents. By caring for their present limited clientele in the best possible manner and waiting for a turn of the tide, meanwhile doing everything possible to bring it about, they can accomplish a great deal. Their other lines, meanwhile, will keep the pot boiling. But the cycle should not be treated as if it were permanently withdrawn from public favor; rather should it be looked on as suffering from a temporary eclipse which may pass away at any time.

It is just as easy for a dealer of this sort to lead public opinion as to follow it. If he should become imbued with the belief that the approaching season is to be a good one he can do much in the way of promulgating that belief and in putting it before his customers in such a way as to arouse interest, if not to inspire belief. A few well chosen words dropped casually to Jones or Smith to that effect is seed dropped in good ground. A little later, when riding begins again, he can confide to customers who come in to buy other goods that Brown and Robinson have decided to take up cycling again; that they have ordered machines, and that others have been talking of doing the same thing. It is astonishing what an effect all this will have on others.

In short, if, instead of damning the bicycle by faint praise, or no praise at all, dealers would talk cheerfully and hopefully of cycling, tell what is being done, point out how many people are really riding in spite of the general impression to the contrary, they would accomplish a great deal of good.

In the early days of the safety bicycle, when many machines had wheels with direct spokes, it was a frequent practice for dealers to make their own spokes. A roll of steel wire—purchased by the hundred pounds—would be ordered from Washburn & Moen or some of the other mills, and kept in the shop. When a machine came in for repair a piece of wire of the proper gauge and length would be cut off, straightened, a thread tapped in one or both ends and the spoke thus fashioned put in place.

It was not very long, however, before supply houses came into existence and made up spokes and sold them to dealers at prices little higher than the cost of the wire and labor.

When that time came it was not long before the practice was inaugurated of using all new spokes in respoking wheels. It did not pay to use the old spokes.

VETOED BY MAYOR

Refuses to Approve Anti-Six Day Ordinance and Gives Sound Reasons.

The Aldermanic effort to stop the six-day race has failed of its purpose, or rather its apparent purpose.

Late yesterday afternoon it was announced that Mayor McClellan has disapproved the ordinance, which can now become a law only by being passed over his veto. This will require a two-thirds vote of the Board of Aldermen, and though the Aldermen may be "hungry" and the strength the hungry ones developed when passing the ordinance would make this an easy matter, in his memorandum of disapproval the Mayor has "put it up to" the board in a fashion that will doubtless cause it to hesitate. Further action will but serve to strengthen the large suspicion that the measure was a strike for "graft," pure and simple.

Mayor McClellan's veto message does him great credit.

"The ground upon which I base my disapproval," said the Mayor in the memorandum, "is that this ordinance constitutes an unwarranted interference with the ordinary exercise of personal rights of citizens in this city. It is very broad in its character and terms, and embraces so many subjects and constitutes such a general range of restriction upon the action of individuals that I am convinced the full effect of it could not have been brought to your knowledge at the time you passed it.

"Aside from the consideration that it would add, in its practical working, a large and unnecessary burden to the already heavily taxed Police and Health departments of the city, it purports to protect the public health in matters that are now under the jurisdiction of competent authorities. It is therefore unnecessary."

Tale of the Tourists Lengthen.

C. M. Darling and C. C. Murphy, the two Michiganders who, on an alleged wager of \$5,000, are attempting to make a bicycle tour through every State in the Union within a limit of eighteen months, have reached Los Angeles, Cal.

The two young men are from Jackson, Mich. In an argument arising as to whether it would be possible to make such a trip on a bicycle, they attempted the feat on May 2. They have already visited nineteen States, have traveled 6,118 miles and are slightly ahead of their estimate. An important feature of the wager is that they are not allowed to work, steal, borrow or beg, and as they started without money it is a marvel how they get along.

They tell of some creepy experiences they have had crossing the Rocky Mountains and the Western desert. The hardest time they

say they have had was when coming through Nebraska, Wyoming, Colorado and Utah, when they almost starved to death. When they started to cross the desert they had but two cents, and almost starved before they completed this stage of the trip. Their aim is to make thirty-five miles a day.

How the Town Got Its Name.

There is a little dot on the map of New Jersey, forty miles from nowhere, that came by its name—Double Trouble—in a rather peculiar manner.

One day, so the legend goes, a cyclist rode through the place when there were only two or three houses and the place had no name. In front of one house he punctured one of the tires, and apposite another place the forks broke. All the inhabitants gathered around to watch the cyclist repair his machine, when he exclaimed:

"Well, I'll be d—d. This certainly is double trouble."

And the town went by that name ever afterward.

For Home-Trainer Championships.

While it is not probable that there again will be a bicycle exhibit in connection with the Sportsmen's Show in Madison Square Garden, New York, the home trainer contests which proved a feature of the affair created so much interest that a series of similar events likely will be arranged for the winter season. The idea is to promote a team race for the championship of the East and run the necessary heats once each week at the different club's quarters.

Schlosser Wins on the Road.

C. Schlosser, with a handicap of 1:45, won the ten-mile handicap road race which the Brower Wheelmen, of New York, ran last Sunday at Valley Stream, Long Island. His time was 31:00. F. Gilsdorf (2:30), J. Dorfman (1:00), and P. Wollenschlager (3:00) finished behind the winner in the order named. Charles Nerent won the time prize in 32:38, O. J. Steih being second.

Reid Finishes in Front.

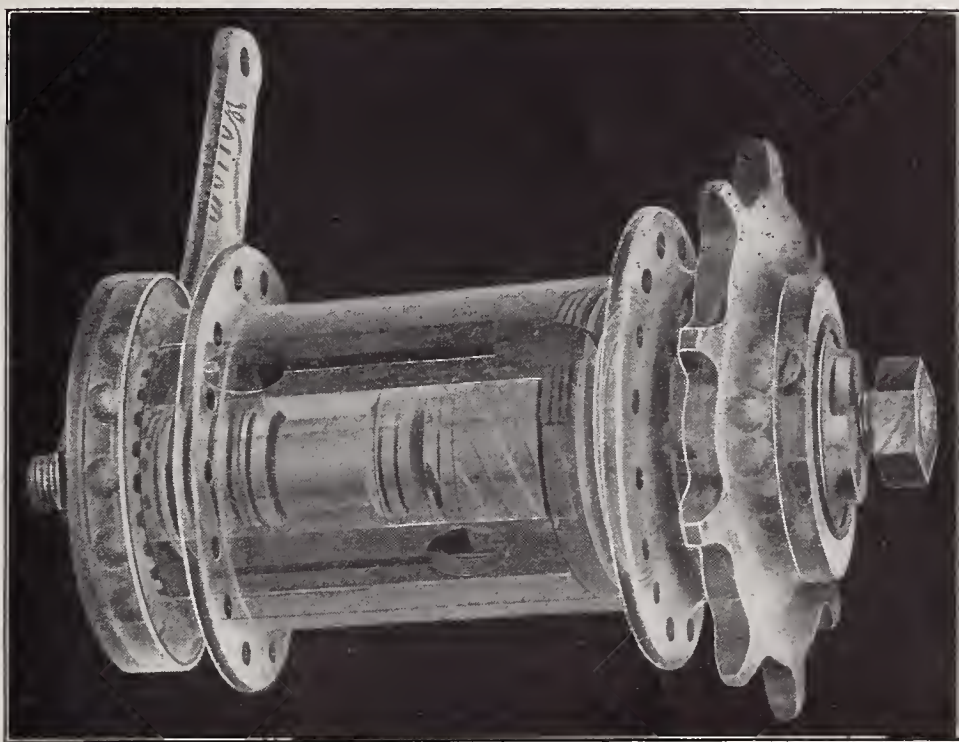
Allen E. Reid, on an Orient, won the three-mile motorcycle event, which was run in connection with the automobile races at Waverly Park, N. J., last Saturday. W. H. Cromwell (Indian) took the lead at the start, but a punctured tire put him out of the contest. Joseph J. Boland finished second. Reid's time was 5:31 1-5.

Stamsen Becomes a Vice-President.

Paul Stamsen, Muskegon, Mich., has been appointed vice-president for the Western District of the Federation of American Motorcyclists, to fill the vacancy in that office. Stamsen is a prosperous jeweller and a motorcyclist of the enthusiastic and energetic type.

THE MORROW OF 1905.

Just a little bit better than the Morrow of 1904,
which means that it is a whole lot
better than any other coaster
brake before the public.



And of course you all know that it was the
Morrow that "set the fashion to the
world." That means something
to the thinking man.

ECLIPSE MACHINE CO., Elmira, N. Y.

"LONG MAC" IN MELBOURNE

Will Plead for Reinstatement, and if Refused May "Do Things."

Melbourne, Oct. 25.—The past two months have been particularly quiet, not merely in cycling matters (which is usual at the change of the season), but in all classes and kinds of businesses. The path racing season is about to open, the entries for the Austral meeting having just closed, when a very long nomination list is disclosed. Among the entrants are Rutt and Ellegaard, but neither Lawson's nor MacFarland's names appear. This, however, may be rectified later, as the time for receiving foreign entries is not definitely stated. MacFarland has, of course, first to clear himself of his disqualification before he can ride here, and to that end he is working. He arrived in Melbourne to-day. Walker, I believe, accompanied him, while Scheps landed here a month ago.

The new track on the Exhibition grounds is nearing completion, and will be ready in ample time for the Austral, which commences on December 3. A feature of this meeting this year is the introduction of class races, both handicap and scratch, the Austral being the only event open to all comers. Its distance remains at two miles, and is the longest handicap on the programme. Progressive prizes in the scratch event are also a feature of the programme, while for the first time in many years the amateur class is catered for.

In addition to MacFarland and Lawson, we are expecting Major Taylor and the Brothers Bedell to visit us, and these, with Rutt and Ellegaard, should make things merry. If MacFarland fails to make things merry. If removed, it is anticipated in some quarters that he will make a start in the promoting line, and hold race meetings in opposition to the leagues in these States. From what has been said from time to time, it would cause no surprise if the embargo were removed. Indeed, it was stated on more than one occasion that he carried his release with him while away in the States. In any case, we cannot understand how he was allowed to race at various places in the Union while under suspension by an affiliated body. MacFarland is a rider whom the Australian public, especially in Melbourne, likes to see race. he rides the best handicap race of any one, and we are keen critics of handicap riding, having been educated to it by the many years of racing of this class.

From what has been gathered since MacFarland's arrival here, it seems that Major Taylor will not come to Australia this season. MacFarland, however, received a cable from Lawson saying he was sailing in the next boat. Reading between the lines, I do not think that the syndicate which is importing Ellegaard and Rutt very much desire the removal of MacFarland's disqualification. If he were allowed to race it is considered,

and with good ground, too, that he would take out the wind from the sails of the imported pair. In my humble opinion, I really consider MacFarland to be worth Ellegaard, Rutt and Taylor combined. If Ellegaard adds to his reputation here as a rider I shall be much surprised. If long "Mac" is denied a clean sheet, do not be surprised if he sets up in opposition to the leagues. He and his friends command some capital, and the racing men will follow the money.

For the Gillesman Trophy.

H. Van den Dries, one of the scratch men, won first time and place honors in the ten-mile handicap road race which the Tiger Wheelmen of New York ran last Sunday at Valley Stream, L. I. The course was from Valley Stream to Springfield, to Rockville Center and return to Valley Stream. Fifteen



THE GLIESMAN CUP.

riders started in the event, and ten of them were bunched just before the finishing line was crossed. The first contestants to finish were all within a few wheel lengths of each other.

The order of finish was as follows:

| Rider. | Handicap. | Time. |
|-----------------------|-----------|-----------|
| | M. S. | M. S. |
| H. Van den Dries..... | Scratch | 32:10 |
| Edward Hoffer | 1:30 | 33:40 1-5 |
| Charles Nerent | Scratch | 32:10 2-5 |
| H. Hintze | 0:30 | 32:40 3-5 |
| Charles Martin | 0:30 | 32:40 4-5 |
| R. Muller | 1:30 | 33:41 |

The race was the second one of the three events which are run annually to decide the championship of the club, the other races being at five and fifteen miles. The first ten riders over the tape in each of the three events are awarded points, the rider scoring the largest number in the three races receiving the Gleisman Trophy, of which an illustration is given. The winner of each race receives ten points, and the others are credited with points down to one for the tenth man. The trophy is of silver, is 12 inches high and 11 inches wide. It is a yearly donation from H. A. Glieman, the present president of the organization.

MOTORCYCLISTS COMPETE

Engage in Two Novel Contests that Tried Both Men and Machines.

Two somewhat novel contests, which were run off by the New York Motorcycle Club on Thanksgiving Day, were a quarter-mile slow race and a gymkhana event. The former was won by Edward Shotwell (Indian) in 2:27; the latter, which entailed a distance of 1,400 feet, by R. A. Bonner (Griffon), in 1:55 4-5 plus three seconds penalization.

In themselves the contests were quite interesting, and required expert handling. In the slow race pedalling was, of course, prohibited, as also was "racing" of engines or partial release of compression. In the gymkhana event, the contenders were required first to push their motor bicycles 150 feet, mount and pedal 150 feet, apply power and ride 150 feet; dismount, remove the coat and ride under power 300 feet; return, don coat and speed to the finish. After a fashion the event also embodied a braking contest, in that for overrunning the finishing tape a penalty of one second for each foot overrun was imposed. The results follow:

Quarter-mile slow race—Won by Edward Shotwell (Indian), time, 2:27; second, R. G. Betts (Indian), time, 2:25½; third, J. F. McLaughlin (Columbia), time, 2:10; fourth, R. H. Nickerson (Holley), time, 2:07 3-5; fifth, F. W. Harris (Columbia), time, 1:43; M. E. Toepel (Indian), R. A. Bonner (Griffon), and A. Kreuder (Marsh) disqualified by stoppage of motors.

Gymkhana event—Won by R. A. Bonner, time, 1:55 4-5 plus 3 seconds penalization; second, E. Shotwell, time, 2:00 plus 4 seconds; third, A. Kreuder, time, 2:08 3-5; fourth, J. F. McLaughlin, time, 2:32 3-5 plus 10 seconds; fifth, R. G. Betts, time, 2:35; sixth, R. H. Nickerson, time, 2:36 3-5 plus 5 seconds; seventh, M. E. Toepel, time, 2:42 3-5, plus 13 seconds.

Read Wins Twice Indoors.

H. V. Read, of Company A, won both of the bicycle races which were run in connection with the games in the armory of the 22d Regiment of New York last Monday night. Everett Ott and L. J. Weintz alternated as second and third men in the two contests. F. E. Adams had a bad fall in the first race, which smashed his bicycle, but he escaped injury.

One-mile handicap—Won by H. V. Read, Co. A (60 yards); Everett Ott, Co. H. (20 yards), second; L. J. Weintz, Co. A (scratch), third. Time, 2:29 1-5.

Two-mile handicap—Won by H. V. Read, Co. A (100 yards); L. J. Weintz, Co. A (scratch), second; Everett Ott, Co. H. (40 yards), third. Time, 5:00 4-5.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

TO SUPPRESS THE SIX-DAY

New York Aldermen Wax "Virtuously Indignant" and then Pass the Measure.

Alderman F. L. Dowling, who until last week was scarcely known outside the limits of his own ward, earned more or less enduring fame, or rather notoriety, on Tuesday last.

On that day he succeeded in having passed his remarkable ordinance making it unlawful for "one or more persons to engage in any contest of speed or endurance" which is continued for a longer time than three hours during any twenty-four. Although the bill passed by a vote of 44 to 9, it required two hours of peculiar aldermanic eloquence to effect its passage. Previously the Committee on Sewers, of which Mr. Dowling himself is chairman, had gone through the motions of holding a public hearing, but nothing was known of it, and, of course, no protestants appeared. The committee, however, amended the measure by eliminating the ban on "contests of skill" and duly reported in favor of its passage.

When it emerged from the sewer—that is, the Sewer Committee—Alderman Goodman vigorously opposed its enactment.

"I have never seen a bicycle race or a football race," he began. This slip of the tongue induced a great guffaw from the learned aldermen, and required Mr. Goodman to hastily explain that he meant "football contest."

From what he had heard, however, Mr. Goodman stated that he did not understand how a six-day bicycle race could possibly be more brutal than a football contest, "in which the chief object seems to be the slugging of the opposing players, and in which many of the participants are either killed or crippled for life."

"Furthermore," he added, "I do not think it just to act so hastily in such an important matter. The managers of the race have expended a great deal of money to promote the contest, and the intending contestants have also made outlays for training and so forth, and therefore to stop it, and at the last moment, would be highly unjust."

Mr. Dowling was righteously indignant. He declared in good Irish English that six-day bicycle races were "brutal exhibitions and demoralizing to the utmost degree." Although he had been quoted as never having witnessed a race, he said that he had "seen doped riders fall from their wheels, causing women and children to faint at the ghastly sight."

"I have seen men nearly naked riding on bicycles with their heads nearly touching the ground and pedalling as if the devil were after them. It is demoralizing, I tell you," he thundered.

Alderman Wentz supported the measure

because he had a son who attended one of the "brutal exhibitions," and who, as a result of a cold contracted, had died.

Alderman Downing, of Brooklyn, was in favor of it "because," he said, with his tongue in his cheek, he desired "to help the Police Commissioner to keep the lid down." He characterized the race as "brutal, demoralizing and disgusting," and declared that the Board of Aldermen would be neglecting its duty if it permitted it to continue.

"I have seen riders going around so doped and full of drink that they fell from their wheels," he asked his colleagues to believe.

One of them, however, refused to agree, and shouted that he doubted if the six-day bicycle riders drank as much during the entire week as some of the gentlemen present drank in a day.

Alderman John R. Davies, who is serving his first term and is evidently not thoroughly versed in the ways of the aldermen, said that he was bitterly opposed to the ordinance and that he could not understand what had inspired it.

"I do not believe that the gentlemen who are favoring the ordinance are sincere in their opposition to six-day bicycle races," he said. "What I know I have learned from personal experience. I have always been interested in sports of all kinds. I have played football, and if six-day bicycle racing is as brutal as that now popular game I fail to see it. Why, if it really is brutal, have not the Board of Health or the societies for the prevention of cruelties put a stop to it before? Because it is not brutal or demoralizing and is not apt to make our nation fall. It looks queer to me," said this gentlemanly member of the board, "that under a Tammany administration an attempt should be made to enforce a 'blue law.' As a Republican I protest, because the ordinance interferes with individual rights."

The aldermen, however, were not concerned with such petty affairs as individual rights, and, as stated, passed the measure by a vote of 44 to 9, defeating an effort to have the ordinance become effective January 1, 1905. For purposes of their own which have given rise to general suspicion, they desired it to become a law immediately.

Walthour Cracks Long Standing Record.

According to a dispatch from Columbus, Ga., Robert Walthour made a new world's unpaced quarter-mile record in that city last Saturday. He covered the distance in 25 1-5 seconds, which is three-fifths of a second faster than the former American record, made by Major Taylor in Madison Square Garden on December 14, 1900. The former world's record was 0:25 2-5, made by T. J. Gascoyne at the Catford track, in England, on May 5, 1900.

Andrew Kinloch, who won one of the motor bicycles offered by the Motorcycle Magazine to all who sent in two hundred yearly subscriptions, is now on the road adding subscribers to the Bicycling World's list. He is using his motor bicycle in getting about.

POWERS REFUSES TO TALK

Promoter of Six-Day Race Emulates the Oyster—Rumors of "Graft" Afloat.

Although the ordinance designed to suppress the six-day race has been passed by the New York Board of Aldermen, P. T. Powers, the promoter and manager of the event, gives no evidence of being greatly perturbed. If he is not "sawing wood," he certainly is saying very little, and resolutely refuses to be drawn out or commit himself in any way. When a Bicycling World man sought his views, and endeavored to learn whether he was making any effort to counteract the impression that the six-day race had been killed, he shook his head and remarked that he had nothing to say. Pressed for a reply, he responded:

"Why not let me do the worrying?"

Assured that it was not worryment but a desire to obtain information, he still remained closemouthed, and contented himself by remarking that at the right time he would say whatever it may be necessary to say. As to when the "right time" will arrive, he would give no intimation. Asked bluntly if back of the aldermanic action there was an aldermanic "strike," he looked curiously out of the corner of one eye at his questioner and retorted:

"If there was, do you suppose I would say so?"

It is certain, at any rate, that Powers is proceeding as if nothing had happened. He is sending out press notices daily, and in every other way going ahead with the arrangements as if the Board of Aldermen had never existed.

If peace is not made, meanwhile, the impression obtains that he will apply to the courts and attack the validity of the ordinance, which plainly conflicts with the State law limiting individual participation in contests of the sort to twelve hours' duration. As the State law is paramount, there is small doubt that the ordinance will be upset.

According to W. J. Morgan, who was a six-day "grinder" in the heyday of the high wheel, "the man behind the ordinance" is W. A. Brady, erstwhile a partner of Powers in the promotion of the annual grind. Brady and Powers had a falling out some five years ago, and Brady sued for his share of the profits, which suit was only this month decided in his favor. Morgan claims to possess positive information that, as a result of the differences and bad feeling created, Brady took a solemn vow that there never again would be held in New York a six-day bicycle race unless he was one of the promoters.

The ordinance just passed is, according to the Morgan source, the crystallization of this vow. Brady is concerned with theatrical and other amusement promotions, and, coupled with the allegation of his opposition, is a story that a liberal and judicious distribution of free tickets to his several enterprises

quite won the heart and enlisted the support of the "statesmen" who comprise the Board of Aldermen.

Brady himself is not in New York at the present time, and for that reason it is impossible to obtain any information from him bearing on the allegation.

In this connection it has long been a matter of common gossip that no six-day race or other notably profitable affair of the sort has been held in this city during recent years without the payment of tribute to certain individuals who are said to possess that political power that will prevent the granting of any permit until their demands are satisfied. How true is the story there is no means of telling. That it is generally believed, however, is beyond question.

The late James C. Kennedy, Powers's partner, was always in close touch with the political gents concerned, and it is said to be due to this fact that no previous aldermanic attempt to interfere with the "grind" was made.

Like the L. A. W. of Old.

During the recent election, the L. A. W., for the first time in late years, injected itself into politics in at least a mild way, and made its influence felt. The effort was made in Massachusetts, where the Republican candidate for Governor charged his Democratic opponent with opposition to further appropriation for the State highways.

The charge induced Chief Counsel Perkins, of the Massachusetts Division, L. A. W., to address W. L. Douglas, the Democrat affected, and ask if the allegation was based on fact. Mr. Douglas' reply was prompt and emphatic. He stated that not only was he not opposed to the extension of State highways, but that he also favored some method whereby the roads, when built, could be kept in repair.

As Mr. Douglas was elected, the L. A. W. might further its usefulness by seeking to have enacted a law providing for the maintenance of roads, if such a law is now lacking, as the Douglas reply would make it appear is the case.

Rhode Island Names Its Men.

Chief Consul James G. Peck, of the Rhode Island Division of the League of American Wheelmen, has appointed the following chairman of committees: John H. Barrett, touring and transportation; William M. P. Bowen, rights and privileges; Robert A. Kendall, highways improvement; Edward C. Parkhurst, recruiting; George C. Barton, finance. Nelson H. Gibbs has been nominated as a delegate to the national assembly, which will probably be held in Boston.

Fond du Lac Enforcing Sidewalk Law.

Fond du Lac, Wis., authorities have resuscitated a law passed several years ago, and are proceeding under it against cyclists who ride on the sidewalks. Three riders were arrested and fined \$5 each last week for riding in the evening on the Forest avenue sidewalk.

VAN DEN DRIES A SURPRISE

Takes Both First Place and Time Prize— Close Fight Between Scratch Men.

Of the 135 entrants in the third annual Thanksgiving Day road race for the "twenty-five-mile amateur championship of the United States," run under the auspices of the Century Road Club of America, eighty-odd lined up for the start.

The race was to have started—so the signs read—promptly at 8:30 a. m., and Oscar Lenz, chairman of the racing committee, appeared at the club's headquarters at exactly 8 o'clock, carrying a small safe, in which to put the entrance money he expected to receive. Pursuant to the usual custom, however, the race was not actually started until after 10 o'clock, and by that time over a thousand spectators had secured good positions along the curb to witness the event of the year.

The course was over the Merrick Road, from Bedford Rest, Brooklyn, N. Y., to Point Pleasant and return. The roads were in poor condition, and many of the riders slipped in the mud, but no one was hurt beyond minor bruises.

"Get ready!" "Thirty seconds! 15 seconds, 10 seconds! 5 seconds!" a shrill whistle and the 15-minute handicap men were shoved across the line, and it was not long before the rest of the riders were in hot pursuit.

The finish was close and exciting. William Van Den Dries, of the Tiger Wheelmen (handicap 8 minutes) made a grand ride of it, and not only crossed the tape first, but won also the first time prize. Van Den Dries overhauled all in front of him and "shook" all save T. Shortall, of the National A. C. (10 minutes), who clung to his rear wheel for the last five miles, but in sight of home Van Den Dries by a terrific sprint beat him by a scant ten yards. C. Hanson, of the C. R. C. A. (8 minutes), secured second time and third place prizes, and his net time was only two seconds less than that Van Den Dries'.

The scratch men also had a rare battle all the way, four of the five making a blanket finish, with the veteran Charles Mock an eyelash in front.

A silver loving cup was offered by the C. R. C. of A. to the club scoring the most points in place prizes, and this trophy was carried off by the Tiger Wheelmen, with a total of 193 points; the Monitor Cyclists second, 57 points; and the National A. C. third, 46 points. Van Den Dries' prizes were two bicycles—a Pierce racer and Tiger Special racer.

The usual hard luck attended the fated No. 13. J. A. Eubank, of the C. R. C. A., was the unfortunate. Eubank fell in the slippery mud several times and cut his rear tire nearly in two on the way out, but finished the race on rim. Several other luckless riders finished on flat tires. Summary:

| Order of finish and name. | H'cap. | Net time. |
|----------------------------------|--------|-----------|
| 1—W. Van Den Dries, Tiger W.... | 8:00 | 1:05:30 |
| 2—T. Shortall, National A. C.... | 10:00 | 1:07:31 |
| 3—C. Hanson, C. R. C. of A..... | 8:00 | 1:05:32 |

| | | |
|-----------------------------------|---------|-------------|
| 4—F. Eriksson, Monitor W..... | 9:00 | 1:06:40 |
| 5—C. Martin, Tiger W..... | 9:00 | 1:06:42 |
| 6—A. R. Wilcox, Brooklyn..... | 8:00 | 1:05:48 |
| 7—F. Mommer, Tiger W..... | 9:00 | 1:06:49 |
| 8—W. Staber, Park Circle C..... | 9:00 | 1:06:57 |
| 9—W. Davis, C. R. C. of A..... | 11:00 | 1:09:10 |
| 10—H. Van Den Dries, Tiger W.... | 8:00 | 1:06:35 |
| 11—C. E. Erickson, Monitor W.... | 13:30 | 1:12:28 |
| 12—H. Johnson, Tiger W..... | 13:45 | 1:12:40 |
| 13—A. Bry, New York..... | 12:00 | 1:12:20 |
| 14—A. Browning, Tiger W..... | 15:00 | 1:14:25 |
| 15—F. J. Haney, Brooklyn..... | 12:30 | 1:13:30 |
| 16—M. Mensch, Elton W..... | 10:00 | 1:10:19 |
| 17—R. A. Muller, Tiger W..... | 9:00 | 1:09:04 |
| 18—C. P. Soulie, Tiger W..... | 9:00 | 1:09:44 |
| 19—C. Schnepf, C. R. C. of A..... | 6:30 | 1:07:17 |
| 20—A. Demerest, National A. C.... | 6:30 | 1:07:18 |
| 21—A. Widman, Monitor W..... | 6:30 | 1:08:07 |
| 22—T. Price, New York..... | 5:00 | 1:06:38 |
| 23—P. E. Rugge, National A. C.... | 5:00 | 1:08:45 |
| 24—H. Hintz, Tiger W..... | 12:00 | 1:16:00 |
| 25—C. Mock, C. R. C. of A..... | Scratch | 1:05:34 2-5 |
| 26—L. J. Wentz, Nat. A. C..... | Scratch | 1:05:34 2-5 |
| 27—H. Lind, Park C. C..... | Scratch | 1:05:34 3-5 |
| 28—H. Cranston, Nat. A. C..... | Scratch | 1:05:35 |
| 29—A. Johnson, New York..... | 1:00 | 1:16:42 |
| 30—M. J. Eustace, C. R. C. of A.. | Setch | 1:06:00 |

Time prize winners—William Van Den Dries, Tiger Wheelmen; Charles Hanson, C. R. C. of A.; Charles Mack, C. R. C. of A.; L. J. Wintz, National A. C., and H. Lind, Park Circle Club.

Hedstrom's Fast Flight Up Eagle Rock.

Although no events for motorcycles were included in the hill climbing contest on Eagle Rock Hill, Orange, N. J., which is promoted annually by the New Jersey Automobile Club, and which occurred on Thanksgiving Day, Oscar Hedstrom came down from Springfield, Mass., with a new two-cylinder Indian and obtained permission to make a time trial.

On his first attempt, while going at a terrific pace, he skidded on one of the turns and sustained a bad fall, which, however, only slightly injured his knee and only bent a pedal of his machine. The second time, he went up in 1:41.

The fastest time made by a motor car was 1:20, by M. G. Bernin, in a 90 horsepower Renault. Only twelve cars bettered Hedstrom's time, which would have been much faster save for the fact that his fall made him cautious and required that he cut off power in swinging round the two sharp turns on the one-mile grade. P. H. Johnson, of Newark, on an Indian single cylinder racer, also went up the hill in fast time, 1:59 4-5. The McMurtry electric timer was employed.

Baseball Umpire Wins a Suit.

It will cost the Hackensack Wheelmen just \$400 for criticising the umpire in a game of baseball they played in 1903. Damages in that sum were awarded James Keefe, the umpire in question, in the Supreme Court, Brooklyn, on Monday.

Keefe acted as umpire during a game of baseball played between the Hackensack Wheelmen and the Oritani Field Club. Many scurrilous remarks were hurled at him, he said, and to vindicate himself he brought the action which resulted in this verdict.

In his charge to the jury the judge said "An umpire has been defined as a peculiar being who is not content to die quietly at home, but seeks the diamond for that purpose. His business invites criticism, and he must expect it, and mostly of the ill natured kind. But, while for his daily compensation he must put up with criticism, it should not go so far as to charge him with robbery or bribery."

BROWER'S BIG ROAD RACE

**Long Markers Win All Save Time Prizes—
Woman Permitted to Compete.**

Two long markers who worked together accounted for the first two places in the Brower Wheelmen's thirty-mile road race on Thanksgiving Day. B. A. Beyerman ran away from his fellow scratch men and won the time honors, but the other five had a rare dust-up for the other time prizes. It was really a great race, marred only by the appearance of a woman contestant.

The start itself was interesting. Four zealous officials stationed themselves at the corners at the Eastern Parkway and Bedford avenue to guide the "faithful" to the cashier's table at headquarters, and that business-like official had all the prizes displayed on a table as an extra inducement to riders to enter the race.

"Be sure and not let any pot hunter get to the cafe before he gives us his dollar to enter the race," said Referee Harry Brower to one of the pilots on the corner.

Not many minutes had elapsed before the pilot yelled to his comrade on the opposite post:

"Say, why don't they come faster. It's getting pretty blamed cold over here."

"Same here," was the reply.

"Let's go to the cafe and get a bracer."

"We need one, too," chorused the remaining two sentinels.

"Come on, then," and arm in arm the four sentries deserted their posts of duty and did not return.

The course was from Bedford Rest, Brooklyn, to Valley Stream, L. I., and return, but many of the riders, disgusted with the rough roads they encountered, did not finish. At the finish the spectators blocked the road and special policemen had to be called out to clear the street, and after considerable difficulty succeeded in doing so. One of the Brooklyn aldermen wanted to stop the race, but was prevailed upon to retire and be quiet.

W. S. Simmons, of the Navarre Wheelmen (handicap, 20 minutes), crossed the tape first, with William J. Lamphear, New York (20 minutes), second; P. Wallenschlager, C. R. C. of A. (15 minutes), was third.

The real fight was between the scratch men for time prizes. J. Rockowitz, the East Sider, who is scheduled to ride in the six-day race in the Garden, was the favorite, but failed to bunch with the leaders for the time prizes. J. Coupe, the veteran rider, tried to steal away from the scratch men at Valley Stream, but Beyerman pulled him down and then ran away from the others, sprinting across the tape $4\frac{1}{2}$ minutes ahead of the other five scratch men, making the thirty miles in 1:25:04 2-5. Beyerman was down on the programme to start from the five-minute mark, but at his own request he started from scratch.

Madeline Beyard, the Frenchwoman, was

permitted to start. She had a handicap of 20 minutes. On the way out, however, a rider ungallantly locked handlebars with Miss Beyard's bicycle, and caused her to fall; but she kept on and finished. To the Bicycling World man she said:

"Monsieur, I deed not ze prize expect to win. I only wesh to show ze man ze Frenchwoman has ze ting you call ze nerve. I ride ze exheebition at ze seex-day races, too."

The distribution of the prizes furnished more fun than the race. V. Jackson, the colored rider, seemed at a loss to know what to do with the opera glasses he won. P. Gretes marched off proudly carrying a turkey nearly as large as himself. Beyerman, for finishing twenty-first, was awarded a bottle of "XXX Hennessy," which he turned over to



NEW YORK BRANCH 214-216 WEST 47TH ST.

some of his more convivial friends. The last man to finish received a squealing live pig.

Summary:

| Order of finish. | Name. | Club. | H'cap. Min. | Net time. H.M.S. |
|------------------|--------------------|------------------------|-------------|------------------|
| 1— | W. S. Simmons, | Navarre W..... | 20 | 1:40:08 |
| 2— | W. J. Lamphear, | New York..... | 20 | 1:40:16 1-5 |
| 3— | P. Wallenschlager, | C. R. C. of A..... | 15 | 1:35:34 1-5 |
| 4— | W. Miller, | Brooklyn..... | 08 | 1:29:47 1-5 |
| 5— | H. Jackson, | Navarre W..... | 15 | 1:36:49 |
| 6— | G. Muschuseng, | New York..... | 10 | 1:31:51 |
| 7— | W. Klucze, | New York..... | 10 | 1:31:52 2-5 |
| 8— | F. Zapke, | Sunset W..... | 10 | 1:31:53 3-5 |
| 9— | W. Kafelitz, | New York..... | 15 | 1:36:59 |
| 10— | P. Gretes, | New York..... | 18 | 1:40:08 |
| 11— | R. C. Steus, | Prospect W..... | 18 | 1:40:32 |
| 12— | E. Fanning, | Brower W..... | 18 | 1:40:50 |
| 13— | H. Larchevergne, | Roy W..... | 12 | 1:35:16 |
| 14— | S. Smith, | Tiger W..... | 8 | 1:31:20 |
| 15— | D. M. Britton, | Brown W..... | 8 | 1:33:52 |
| 16— | H. C. Cook, | Sunset W..... | 8 | 1:32:12 |
| 17— | J. N. Becht, | National A. C..... | 15 | 1:42:16 |
| 18— | R. B. Smith, | New York..... | 12 | 1:36:58 |
| 19— | C. Nerent, | Tiger W..... | 5 | 1:29:59 |
| 20— | J. Dorfman, | Brower W..... | 12 | 1:37:23 |
| 21— | B. A. Beyerman, | Homan team. | | |
| | | Scratch | | 1:25:04 2-5 |
| 22— | E. Wildermutt, | New York..... | 10 | 1:35:11 |
| 23— | D. A. Scanlan, | New York..... | 10 | 1:35:17 |
| 24— | F. Gunther, | Elton W..... | 15 | 1:40:52 |
| 25— | R. Curley, | C. R. C. of A..... | 15 | 1:41:05 |
| | | TIME PRIZE WINNERS. | | |
| 1— | B. A. Beyerman, | Homan team, | | |
| | | Scratch | | 1:25:04 2-5 |
| 2— | F. W. Eifler, | C. R. C. of A. Scth. | | 1:29:34 2-5 |
| 3— | J. Coupe, | Brower W..... | | 1:29:34 3-5 |
| 4— | C. Sherwood, | Pelet team—Scratch | | 1:29:34 1-5 |
| 5— | D. Mackel, | Bay View W...Scratch | | 1:29:35 |
| 6— | J. M. Eifler, | C. R. C. of A. Scratch | | 1:29:36 |

ASSOCIATION NAMES ADEE

**One of the "Noblest Romans" Nominated
for President—The Slate in Full.**

"Dan" Adee—Daniel M., to speak conventionally—"good old Dan" Adee, a bicyclist to the tips of his fingers and because he loves the bicycle and charges all with whom he comes in contact with cycling interest, has been nominated for the presidency of the Century Road Club Association. Adee sleeps in Queens, Long Island, and lives in New York. He has sons who are as old as most of the members of the C. R. C. A., but he is perpetually as young and enthusiastic and as sturdy a rider as any of them. Moreover, he is as square as a die and is clearheaded and reasonable as they make them.

The other nominations for national offices are as follows: First vice-president, J. M. Ferry, New York; second vice-president, H. S. Judd, Chicago; secretary, E. Lee Ferguson, New York; treasurer, Dr. A. C. Griffin, Whitestone, Long Island. Mr. Adee will be elevated from the first vice-presidency, an office which he has held for a long time. J. M. Ferry, who succeeds him as first vice-president, was secretary for a time this year. He is a close personal friend of Mr. Adee, and will be of great assistance to him. H. S. Judd is nominated to serve his third term as second vice-president. Much of the success of the C. R. C. A. in the West has been due to his untiring work. E. Lee Ferguson is also an officer whose work this year won him a renomination. Dr. A. C. Griffin is a veteran member of the C. R. C. A., and a confirmed tandem rider. He has been nominated to succeed D. H. Lodge as treasurer.

The nominations for the division offices are as follows:

EASTERN DIVISION.

Centurion—J. W. Johnston.

Secretary—A. P. Falvey.

Treasurer—C. E. Bonnell.

Directors—C. E. Burch, C. B. Burch, F. B. Larsen, W. G. Levy, Mrs. Jane Yatman Ruch.

Captain—M. S. Walters.

LONG ISLAND DIVISION.

Centurion—H. F. Dreyer.

Secretary—E. Greenbaum.

Treasurer—W. O. Stewart.

Directors—A. E. Due, A. B. Eifler, E. Susman, E. Graf, Thomas West, I. da Silva, E. A. States.

Captain—H. F. Hofgren.

WESTERN DIVISION.

Centurion—W. W. Rathbun.

Secretary—W. R. Goodwin.

Treasurer—Alex. Nelson.

Directors—D. Cameron, L. J. Leonard, Otto Jacoby, John Epp, R. J. Lyle.

Captain—C. Blankenheim.

The Paterson Motorcycle Club has been organized in Paterson, N. J., with these officers: Harvey H. Ball, president and treasurer; A. W. Campbell, secretary, and Andrew Kinloch, captain.

THE BULL AND THE CYCLIST

Curlo-Hunting that Brought About an Experience Not Easily Forgotten.

"Me? Of course I've had my share of experiences," said the occasional attendant at the sessions of the Old Timers Club, who, however, usually played the part of listener, "but as they don't seem to be in the same class with yours I don't think they are worth talking about. But, hold on! I do recall one instance, a few years ago, when I thought my life hung in the balance. A friend—yes, it was a man—and I were enthusiastic curio hunters, and often we would take rides into the adjoining country on our bicycles prospecting for additions to our collection. Early one spring morning we started for a hill named Indian Mound, where, it was reported, several valuable finds of Indian relics had been unearthed. Knowing the trip meant 'all day,' we had our luncheons packed and securely strapped on the handle bars of our respective wheels.

"I distinctly remember that on this particular trip I wore a bright red sweater, which was then all the rage, and my bicycle was one of those 'scarlet enamelled' Wolff-Americans. Arriving at the hill, my friend and I separated, thinking we might find more if we were not together.

"I had been poking around in the brush looking for arrowheads some time without much success, when I looked up and saw an enormous black bull, with head lowered, charging toward me, and my wheel was at least thirty yards away. Casting one frightened look over my shoulder, I made a record breaking dash for the machine, mounted it and pedalled for dear life down the hill. Over rocks, sand pits and bushes I went, and then, to add to my terror, the chain jumped the rear sprocket and I had an improvised coaster minus the brake. Faster and faster I went, but instinctively I felt the mad animal was gaining on me. I again turned my head to see how near the beast was, and that act proved my undoing.

"Splash! and into a small brook I plunged. It didn't take me many minutes to regain my footing, and I ran for a small cherry tree a few yards away. I 'shinned' up it in a hurry, too.

"The bull, thus foiled, turned his attention to my trusty bicycle. I mentally saw the finish of it. Evidently he did not like its color, and one hoof crashed through the front wheel. In less time than it takes to tell, my brand-new machine was a complete wreck, and the hungry animal actually devoured my luncheon. His appetite was not appeased apparently, for he trotted over to my retreat—to eat me, I suppose—so the animal patiently waited for my descent (but I was perfectly content to remain in the tree). With gentle resignation I prepared to wait for help,

"Minutes became hours, the shadows lengthened, and soon it became dark, but still no relief came. The bull decided to recommence the attack. Backing off about fifty paces he charged for the tree trunk. Then I became frightened, for the tree was not very large, and I knew it would not resist such vigorous attacks for any length of time.

"Bang! His head struck my only visible means of support, the limb I was clinging to broke and I fell astride the bull. I thought my end had surely come, but instead came my salvation. The surprised creature under me became frightened and started on a run across the meadow, with me floundering wildly on his back with a death grip on his horns. At the road fence he stopped as suddenly as he had started, and headlong over the fence I plunged; then all was blank.

"When I recovered consciousness my friend was bending over me. Not finding me on the hill he concluded I was lost and went back to town to organize a search party.

"The worst part of it was they would not believe my story of the adventure, and—What are you laughing at?" the narrator asked. "If you don't believe me I'll tell you another," but the listeners deemed flight the better part of wisdom and disappeared.

Wheelwoman and Husband Jailed.

The male thief on a bicycle is not a rarity. The woman thief who employs a wheel to further her lifting practices is, however, unusual. One of the few, Barbara Clements by name, is now lodged in jail at Terre Haute, Ind. With her husband, Milton, she for some time committed depredations in Indiana. They worked by night, and invariably escaped by means of their bicycles.

The couple, however, were finally run to earth and captured. Mrs. Clement received a sentence of sixty days, while the man will bear a burden of from one to three years in State prison.

McCrea in Front 26 Times.

J. Nash McCrea, Springfield, Ill., who this season loomed head and shoulders over all other amateurs of the Central West, competed in fifty-two races, of which he won twenty-six. He was second ten times, and was unable to finish in six races on account of falls, punctures and other accidents. He is but seventeen years old, and full of ambition, and he expects to make an even better record next year. His father, who is a dealer in Springfield, encourages him in every way.

The Tale of the Ladybirds.

The London Daily Mirror tells of a swarm of ladybirds near Canterbury which was so dense that they "blinded, smothered and half choked the wheels" of several cyclists who were passing and clogged the chains of their machines. The riders had to hide in a ditch, and afterward undress to get rid of the insects. It is supposed that the voracious reporter is striving hard to produce some modern "Canterbury Tales" or to qualify for a position on a yellow journal.

MONROE IS SELECTED

Walthour Chooses him for his Partner and Causes Some Disappointment.

Now that Robert Walthour has definitely decided to team with Ben Munroe in the coming six-day race in Madison Square Garden, it is interesting to recall the talk over the Atlanta man's probable selection of a partner for the long contest. Though the pair rode together in last year's race, it was not at all certain that they would be together this year. Munroe displayed a lack of condition in the last contest that made many think Walthour would have another partner this time.

Owing to his invariable freshness at the end of a long race, the Atlanta rider could have almost any rider he wished for a partner. There are at least two very much disappointed men now that it is known that Munroe will again ride as Walthour's team mate. These are Harry E. Caldwell, the Reading Standard "fifty-miles-an-hour" man from Manchester, N. H., and Hugh McLean, of Chelsea, Mass. Caldwell is to make his first essay at six-day racing, and he had received the impression that Walthour was to be his team mate, and so told some of the Boston newspaper men. MacLean is a seasoned six-day contestant, and he, too, thought that the world's champion motor pace follower was to be his partner.

When Walthour returned from Europe on October 27 he was asked by a Bicycling World man who his partner was to be in the six-day race.

"It is too early to tell," said Walthour. "When I reach Atlanta I will see Munroe and find out what sort of condition he is in before I make up my mind. Mr. Powers would like us to ride together again on account of our winning last year, but unless Monroe is in better shape than he was last year I'll have to get another partner. It is hard enough to go through such a race when you are all right, without taking any chances with a team mate who cannot stand the pace all week."

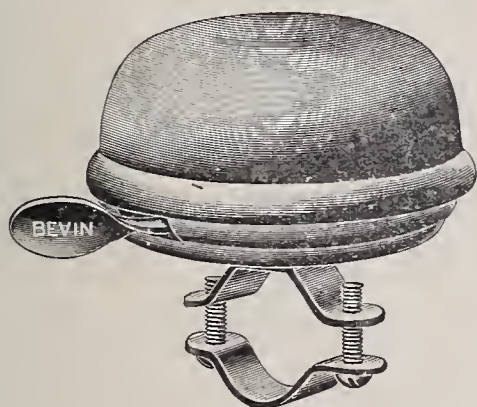
Walthour went South, and nothing was heard from him until recently, when the announcement was made that the "Dixie Team," Walthour and Munroe, would again be in the hunt for first honors in the race. The following interview with Walthour in an Atlanta paper gives his reasons for deciding to ride with Munroe again this year:

"When I returned from Paris I found Munroe working hard, and after several trials found that he was far ahead of his condition of last year. Since we have worked together on the Stadium I am more than pleased with him as a team mate. We ride in the morning fifteen miles, starting at a 2:30 clip, and after a few miles we get down to a 2:12 clip. I try to shake him by going mile after mile at this clip, but when I look around I find him back of me smiling. I call to him to come up and take his share of the pace, and he is there with the goods. He goes up and slams out a 2:20 clip steady and strong. After a few miles I jump him, but he is with me, and we go it hammer and tongs for a mile and I finish, while Munroe keeps on riding five or ten miles at the same clip."

The History of the Cycle Trade

but serves to add emphasis to the fact that there are no bells so good as

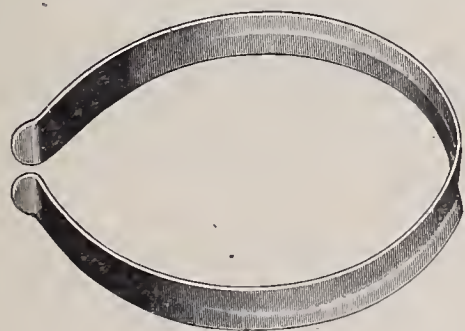
BEVIN BELLS.



Ditto Bevin Toe Clips.



Ditto Bevin Trouser Guards.



Get Catalogue and Prices.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

The Pope and the Bicycle.

The present Pope is, in spite of his age and feeble health, strikingly liberal and progressive in his ideas. His approval of the bicycle has been expressed on more than one occasion, and was reiterated last week when he received a committee from Lucca. Learning that two of the members of the committee came to Rome on bicycles, he congratulated them, adding:

"Were I young again I would gladly use the bicycle, as, when I was a boy for four years I walked daily twelve miles in all kinds of weather, sun or rain, to go to school. If I had had a bicycle I would have saved time and strength."

His Holiness added jokingly: "Don't bicycle too much; you might damage the interest of the railways."

Trouble that Quickly Doubled.

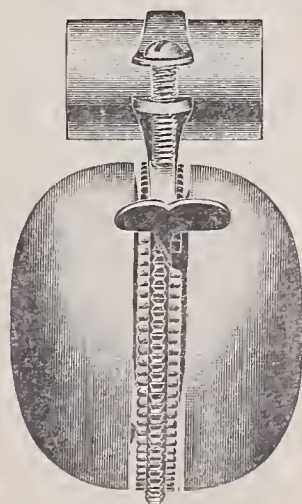
Young as he is, Henry Behrans, seventeen years old, of Brooklyn, N. Y., who was locked up in the West Thirtieth street station on Tuesday last, has learned that misfortunes rarely come singly. He is charged with the theft of a bicycle which he was riding when run down by a cab. The complainant was Philip Friedman, an A. D. T. messenger. He had ridden his bicycle to deliver a message, and when he came out of the house his wheel was gone. Learning there had been an accident up the street, he found Behrans and claimed the wheel. Behrans was locked up after his injuries had been attended to.

Dog Killed, Owner Fined.

In some respects the cyclists of Great Britain appear better protected by the law than are their brethren in this country. Recently, in Westminster, a dog owner was fined \$5 and costs for assaulting a bicyclist who had run over and killed his dog. After imposing the fine the judge said that the dog owner was lucky to escape being sent to prison.

Bicyclists Play Basketball.

On Wednesday night the Dunkirk (N. Y.) Cycle Club demonstrated their ability to play basketball as well as ride bicycles. The Cyclists played a game of basketball with the Young Men's Association of Dunkirk and defeated them by a score of 26 to 9.



STARR BELLS

Our 1905 line of Bicycle Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

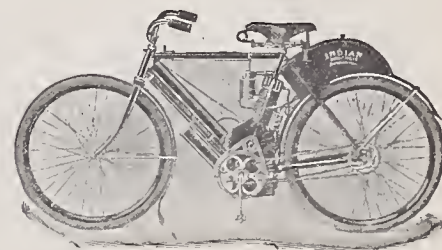
The Starr Bros.
Bell Company,

Easthampton, Conn.

"The Saviour of Motorcycling"

is what the Indian is termed by one of its admiring users.

Modesty forbids our claiming anything so sweeping, but there is no doubt that the Indian's consistent record speaks for itself and has proved to the world that there is at least one Motorbicycle that is practical and as reliable as it is practical. No "just-as-good" ever has been able to "make good" and they all know it, too.



RECEIVED

THE ONLY GOLD MEDAL

at the St. Louis Exposition and in the 1904 and 1903 Endurance Contests and three of them in the Contest of 1902.

Again: If proof is convincing, how can any thinking man select other than the Indian?

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,

THE BRUNETTE COMPANY

491 Mission St., San Francisco, Cal.

SIDELINES FOR DEALERS

An English View of the Subject Coupled with Some Suggestions.

"There is not the slightest doubt that, after phonographs, the most universal side line that has been adopted by cycle dealers is sporting goods—that is, requisites for playing all kind of indoor and outdoor games and pastimes—and, although this side line must play second fiddle at the moment to talking machines, it must be generally admitted that the sale of sporting goods is more in accord with the sale of cycles than is its musical contemporary," says the Cyclist in an article on side lines.

"There are, in fact, not wanting many prominent men in the trade who confidently predict that the cycle dealer of to-day is destined to become the sports trader of the future. Time alone will prove the truth or fallacy of this prediction, but when one looks round and notes the increasing numbers of cycle dealers who are taking up the sale of these articles there appears to be good grounds for the prophesy.

"The sale of sporting goods is a season's

trade, and at the same time it is an all the year round business; it is a season's trade because different classes of goods are required at the different seasons, according to the climatic conditions to which we are accustomed in this country, and yet it is an all the year round trade, because if one sport is not being followed, another is, hence there is a continuous demand for requisites for playing these various games all along. At the present moment the predominant pastime is football, and as the season for this game synchronizes with the cycle dealer's slack time, he has up to the present adopted the sale of football goods only, and in the majority of instances to the exclusion of many other equally good and equally profitable articles. It is not enough to take up the sale of footballs alone, as the time and trouble devoted to this one line of goods would suffice to handle other articles for sport, not only in harmony with footballs, but also necessary for this game. Then, again, there are other games which, although not having yet developed to the same pitch that football has, offer to the cycle dealer some really good ranges of goods; among others, hockey, billiards, athletics or gymnastics and golf.

"One point which cycle dealers would do

well to bear in mind is not to inflate footballs and hang them up to the ceiling, as is often done. The great heat from the gas rises, and not only causes the bladders to perish and frequently to burst, but dries up the leather and makes it brittle.

"Many cycle dealers who have already touched these goods, and given up this side line in disgust, are themselves to blame for not making it a success. In many cases they have not used that keenness and discrimination in buying, customary with cycle dealers, and in many more cases the articles have been messed about until their newness has been worn off, necessitating a clearance as job lines at a loss. The greatest failing has been, however, in catering for the cheap and nasty trade. This class of business in anything, and most particularly in footballs, is no good to anybody. Cheap, or rather low priced, footballs are worse than cheap cycles, for whereas only one person is affected by a bad cycle, an inferior football proclaims itself to twenty-two individuals at once, and a dealer's reputation handling this class of stuff is soon gone.

"In addition to footballs, articles suitable for the cycle dealer to stock are bladders, inflators (cycle inflators without a valve are useless), shin guards, bags, boots, knickers and shirts, besides such little accessories as laces, boot studs, lacing awls and other small necessities for which a demand will soon be felt."

NO DULL SEASONS

FOR DEALERS WHO HANDLE

LIQUID VENEER

It is not only the finest thing on earth for cleaning and redressing frames, rims and all enameled parts of Bicycles, but IT IS SIMPLY UNVALUABLE FOR HOUSEHOLD USE.

A little effort in the way of circular distribution or personal canvass among housekeepers, during the dull season for bicycle trade, will result in the building up of a fine and permanent business in this line.

Liquid Veneer perfectly cleans and redresses Furniture and Interior Woodwork. Makes everything brand new.

Many housekeepers use it regularly when dusting, because dust adheres to the cloth moistened in Liquid Veneer and is carried away, leaving the surface immaculately clean, perfectly dry and highly polished.

Liquid Veneer affords a liberal margin of profit to the dealer. It is extensively advertised in the leading periodicals. Write for our propositions to the trade.

BUFFALO SPECIALTY MANUFACTURING COMPANY, - - - Buffalo, N. Y.



Every Dog Has His Day!

THIS IS THE TIME TO

BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.

THE BICYCLING WORLD

FOUNDED
• 1877

and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. L.
No. 10

New York, N. Y., Saturday, December 3, 1904.

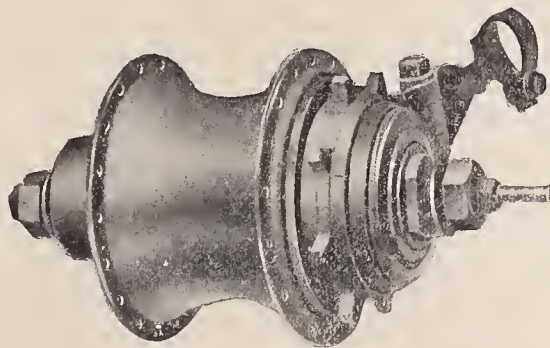
\$2.00 a Year
10 Cents a Copy

"Will Do a Lot to Stimulate Cycling Interest"

is another very general comment regarding the

Standard Two-Speed ^{and} Automatic Coaster Brake Hub

Each operation
independent of the
other.



Applicable to
any chain bicycle,
old or new.

AND IT WILL DO IT, TOO.

THE STANDARD SPOKE & NIPPLE COMPANY,
TORRINGTON, CONNECTICUT, U.S.A.

HARTFORD TIRES

HARTFORDS MAKE MONEY FOR THE DEALER

and still maintain their reputation as the standard
for all that is best in tire construction.

A DEALER'S APPRECIATION OF THEIR MERIT.

SUMTER, S. C.

THE HARTFORD RUBBER WORKS CO.,
HARTFORD, CONN.

GENTLEMEN:

I have always considered HARTFORDS the
pink of perfection in bicycle tires, and after using over
three hundred pairs during 1904, I see no reason at all
to change my mind. I have only had to return about
three pairs this season, and there is lots of religion
saved where bicycle tires give good satisfaction, to say
nothing of profits. With best wishes for 1905 I beg to
remain,

Yours very truly,

T. B. JENKINS.

HARTFORD RUBBER WORKS COMPANY,
HARTFORD, CONN.

You
All Know

DEFENDER
SPECIAL



NEW
OXFORD

are
All Right.

The "rightness" applies both to
quality and price.

KOKOMO RUBBER CO.,

KOKOMO, INDIANA.

When Over One Million People

Regular 10,000 Mile
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 4,387 and 3-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

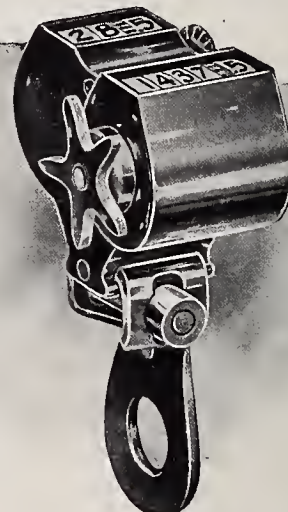
buy and use them, isn't it pretty plain that

Veeder Cyclometers

should be in stock in every bicycle dealer's establishment?

Honestly, did you ever try to sell a Veeder Cyclometer? Haven't they always just sold themselves? You could sell one with every wheel.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

THE VEEDER MFG. CO., Hartford, Conn.

Makers of CYCLOMETERS, ODOMETERS, TACHOMETERS, COUNTERS AND FINE CASTINGS.

GOODRICH TIRES

JUST THE SAME AS EVER.

The same care, the same "know how," and a little more of it.

The same rubber—GOODRICH RUBBER—and

The same resolve to make bicycle riders contented with their tire equipment.

The B. F. Goodrich Company,

AKRON, OHIO.

NEW YORK, 66-68 Reade St. and 1625 Broadway
BOSTON, 157 Summer St.
CLEVELAND, 420 Superior St.

CHICAGO, 141 Lake St.
BUFFALO, 9 W. Huron St.
DENVER, 1444 Curtis St.
LONDON, E. C., 7 Snow Hill.

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DETROIT, 80 E. Congress St.
SAN FRANCISCO, 392 Mission St.

PIERCE CYCLES.

You all know them and not a man of you that knows aught but good of them. They always were top-notchers; they always will be.

THE GEORGE N. PIERCE CO.,
BUFFALO, N. Y.

FOR 1905

The YALE and SNELL LINES

WILL BE MORE APPEALING

to Agents than ever before; and that is saying a great deal. Are you "wise"?

CONSOLIDATED MANUFACTURING COMPANY,
Toledo, Ohio.

We Have Commenced Suit

against the CONTINENTAL RUBBER WORKS of Erie, Pa., in the U. S. Circuit Court, Western District of Pennsylvania, for infringement of the Tillinghast patent. We have heretofore obtained an injunction against one of its customers in the U. S. Circuit Court, District of Massachusetts. We desire to notify the trade that all purchasers of single tube tires from the Continental Rubber Works are liable for suit for infringement of the Tillinghast patent.

The following manufacturers of single tube tires are licensed under the Tillinghast patent:

HARTFORD RUBBER WORKS CO.

DIAMOND RUBBER CO.

FISK RUBBER CO.

PENNSYLVANIA RUBBER CO.

INDIANA RUBBER & INSULATED WIRE CO.

GOSHEN RUBBER WORKS.

LAKE SHORE RUBBER CO.

B. F. GOODRICH CO.

GOODYEAR TIRE & RUBBER CO.

KOKOMO RUBBER CO.

INTERNATIONAL AUTOMOBILE & VEHICLE
TIRE CO.

INDIA RUBBER CO.

MORGAN & WRIGHT.

BOSTON WOVEN HOSE & RUBBER CO.

BUY OF NONE BUT LICENSEES.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE MILWAUKEE PATENT PUNCTURE PROOF TIRE
STANDS AT THE HEAD
AS A



STRICTLY RELIABLE PUNCTURE PROOF TIRE.

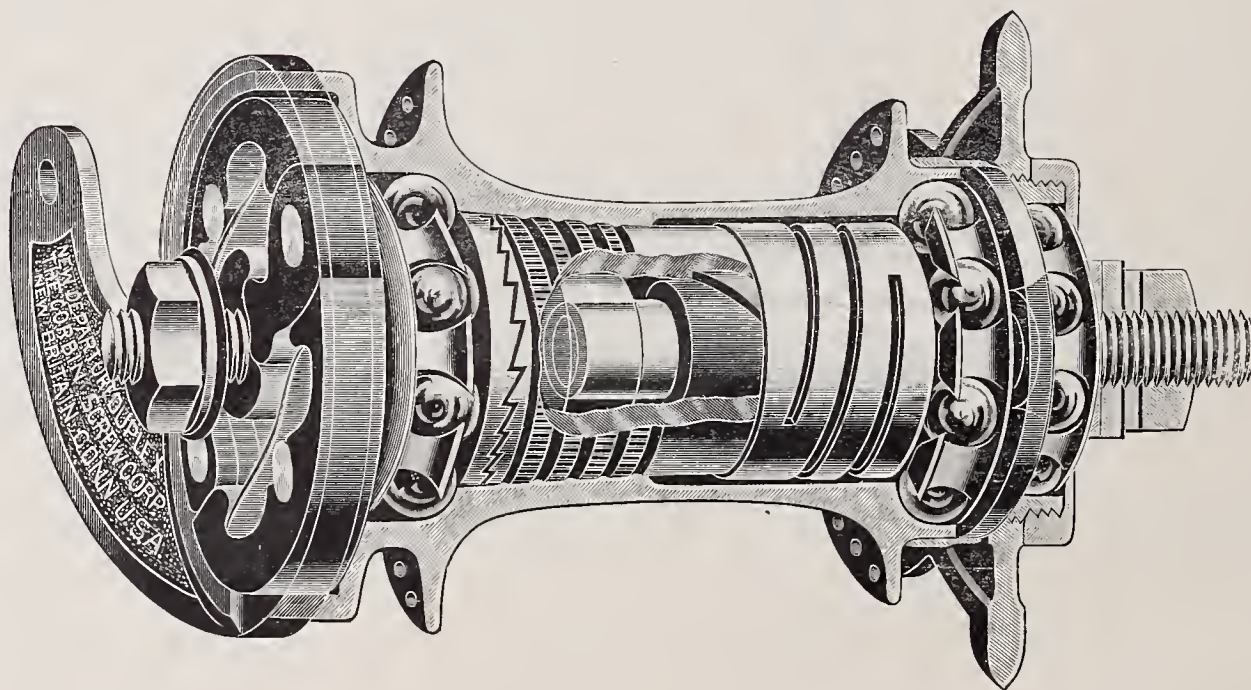
WE ARE
SOLE MANUFACTURERS.

CONTINENTAL RUBBER WORKS,
ERIE, PA.

IT IS NOT MERELY THAT THE

Principle of the Corbin Duplex

is correct, but that its actual construction is beyond doubt or question. It is built in a factory the facilities of which are unequalled for such work.



It is because the construction so correctly carries out the principle that the Corbin Duplex has always given so much better satisfaction than all other coaster brakes.

CORBIN SCREW CORPORATION,
NEW BRITAIN, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, December 3, 1904.

No. 10

HOW HE SIZES IT UP

Bay City Man Sketches the Situation and Points Finger at New England.

"No one has heard us crying," was the smiling response of F. C. Finkenstaedt, of the National Cycle Manufacturing Company, to the usual, "How's business?" He is in New York this week on one of his periodical visits and, as always, there is no sour taste in his mouth.

"We have had a good year," he continued, "and are expecting an even better one in 1905; indeed we expect to be making and selling bicycles ten years from now just as we are doing to-day. There are certain conditions that are making for a better business for at least three or four manufacturers who remain in the trade and who have not been carried off their feet by other interests, and I believe we are one of the number. The South is doing nobly, and there is small fault to be found with the Pacific Coast. In fact the only doubtful quantity, or at least the most doubtful one, is New England. The trade there has been distinctly disappointing, and it is difficult to diagnose the cause or to forecast the future. If it did proportionately as well as the rest of the country all would be well."

Hudson Adds a New Line.

For the 1905 season, the Hudson Manufacturing Company, of Hudson, Mich., is marketing two distinct lines of bicycles, one with flush joint frames as heretofore, and the other and newer line with outside taper joints. The former will be made in 21 and 23 inch sizes, and the latter in 20, 22 and 24 inch, so that they will not conflict in any way. On all these bicycles, the Hudson policy of meeting the purchaser's desires will prevail, that is, pretty much any tire, coaster brake or other accessory that may be specified will be supplied. They list at \$50, \$40, \$35 and \$30.

J. W. Grady, who has been on the road in the Hudson interests and who has covered practically all of the country east of the Mississippi River, smiled a knowing smile when he was asked the result of his wide sweep. He stated that he was not yet ready to talk

on the subject, but more than implied that his trip had been uncommonly profitable.

Fauber Affairs Still Unsettled.

After a long delay, the insurance on the Fauber Mfg. Co.'s plant, which was destroyed by fire last winter, finally has been adjusted, but the prospect of obtaining Fauber crank hangers is still dim and uncertain.

From what W. H. Fauber himself said to a Bicycling World man on Tuesday last, it hardly appears probable that the goods will be produced in time to be available for next season's business. He stated that, although the insurance has been settled and though the Fauber Mfg. Co. aims eventually to resume the manufacture of hangers, nothing definite to that end had yet been done. In fact, he more than implied that Fauber affairs are very much "in the air," and nothing that he said supplied an inkling as to when or in what form they are likely to come down.

Keats Has No Complaint.

Harry L. Keats, of the H. L. Keats Company, of Portland, Ore., who are the distributing agents of the Morrow coaster brake on the Pacific Coast, left for home last week after a somewhat extended Eastern trip. Before leaving he remarked that the Morrow is more than holding its own on the Coast.

Where Things Look Bright.

"Prospects for a good business during the coming season are very bright," writes John A. Payment, the well known Denver, Col., tradesman. "I spend a great deal of time 'on the road and it is as the result of my visits to the dealers in this territory that I make this statement."

Have Remodeled Motor Bicycles.

Both the E. R. Thomas Motor Company, Buffalo, and the Curtiss Manufacturing Company, Hammondsport, N. Y., have almost entirely remodeled their motor bicycles for the 1905 market. They are not quite ready, however, to make public the detailed changes.

Mossburg Allots Territory.

The Frank Mossburg Co., Attleboro, Mass., has appointed C. K. Anderson, 116 Lake street, Chicago, as their Western distributor, and L. H. & B. I. Bill, San Francisco, Pacific Coast representatives.

ENGLISH TRADE UPHEAVED

Price Reductions Create Queer Conditions and Evolves Some Comic Opera Figures.

A volcano in eruption is the aptest illustration of the British cycle trade at the present time. The greatest convulsion in its history is now taking place, and threatens to shake the very foundations of the industry. Rudge-Whitworth, one of the biggest concerns, following one of the worst years in its history, has inaugurated a price war that will end no man can tell where. Its cut was met instantly by several rival concerns, two of which cut under Rudge-Whitworth, and a large number of others will inevitably be drawn into the vortex of strife and passion. As if this were not enough, Rudge-Whitworth has flung a fire brand into the ranks of the retailers by carrying into effect its threat to abolish exclusive agencies, and to sell machines indiscriminately to any dealers and even to iron-mongers and hardware dealers; it is even doubtful, so ambiguously is the announcement worded, whether they will not sell direct to the public, carriage prepaid.

As may be imagined, all this has created the biggest sensation in years. It came on the eve of the opening of the Stanley show, and when the bad showing revealed by many company reports and the knowledge that an 8 guinea model would be the standard machine in 1905, both bitter pills, had been swallowed and almost digested. Now everything is at sixes and sevens, and no one in the trade knows what the next few weeks will bring forth.

It was Rudge-Whitworth which, half a dozen years ago, made the celebrated cut to 10 guineas for the lowest priced standard machines. Unpopular as it was, the step was a logical one, and practically all makers were compelled to meet the cut. Rudge-Whitworth benefited greatly through taking the initiative, and never, until last summer, was its position as a leader in the trade challenged. Then, however, when it had become plain that a further price reduction would have to be made before long, the Swift Co. made its sensational reduction to 8 guineas, thereby cutting the ground from under its rivals' feet. The result was that the Swift

Co. got the cream of the business and its report shows that it had a splendid year. A few concerns met the 8 guinea cut, but in such a half hearted and belated fashion that it did them little good. Since then matters have been so shaping themselves that 8 guineas (\$40) was looked upon as the standard low price for 1905. Most of the big companies announced models at these figures and it was thought that all would fall into line. At the same time, some misgivings were felt, inasmuch as Rudge-Whitworth, although reducing its 10 guinea machine to a few pence under 8 guineas, had intimated that this odd figure was not the 1905 price.

Such was the situation until a few weeks ago, when, on November 18, the opening day of the Stanley show, Rudge-Whitworth made its announcement. Its 1905 models are priced at £16, £11 15s. and £7 15s., with an entirely new and second grade model called the Crescent at £6 with fixed gear and no guards and £6 15s with guards and free wheel. Coupled with this was the statement that it had been definitely decided to discontinue the practice of appointing sole agents, and that the machines can be had from "all cycle agents, ironmongers, or hardware dealers." It is also announced that machines will be packed free and sent carriage paid to any station in the United Kingdom.

Right on the heels of the Rudge-Whitworth programme came the announcement of the Swift Co. Their prices are £12 12s., £10 10s. and £7 15s. for the three grades of Swifts to be carried hereafter, while a new second grade model, to be styled the Cheylesmore, and to be made in a separate factory, is to be marketed to compete with the Rudge-Whitworth Crescent. Almost simultaneously the Singer Co. announced that they would put out an 8 guinea model for the first time, and several other concerns intimated that they would also stand firm at 8 guineas. On the other hand, two concerns, the Triumph and the Components Cos., entered the lists by going Rudge-Whitworth a few shillings better. The former will market a standard Triumph at from £5-19-6 to £6-14-9, depending on the equipment, while the Components Co. have listed a model at from £5-17-6 to £6-12-6. The significance of the last two announcements is found in cutting below the low price set by Rudge-Whitworth, and which was evidently intended to set the standard for cheapness.

Scarcely second to the war of prices in absorbing interest is the action of Rudge-Whitworth in opening wide the agency system throttle. As the big Birmingham company has 4,000 agents on its books, the move will be far reaching in its effects. Already the most heartily hated concern in England, Rudge-Whitworth is expected to drop many degrees lower in public and trade estimation. Whether the increase in trade gained by permitting any retail merchant-cycle dealers as well as ironmongers—and from the riding public, assuming that the future sales policy is to be really wide open, is a question that only the future can answer. The Swift Co., Rudge-Whitworth's big rival, made haste to plant itself firmly on the exclusive agency system, and its example seems likely to be followed by nearly all other concerns.

EXPORTS DROP WITH A THUD

Shipments for October Fall Off More Than One-half—Great Britain a Bright Spot.

Nothing quite so dismal as the October report of exports has been revealed in recent years. The drop in values as compared to October, 1903, is enormous—being \$66,985 and \$143,862 respectively, and it is also general. Not more than half a dozen countries record gains. A long list of losses, some of them being of magnitude, is set against those remaining.

The greatest loss is shown by British Australia. Its purchases dropped from \$33,434 to \$4,839. Japan comes next, with a drop from \$36,038 to \$17,408, and is followed by "Other Europe" with a loss of \$11,000, the Netherlands with a loss of \$7,500, and Germany with a loss of \$5,000. The latter's purchases almost stopped completely, amounting to a beggarly \$480. Among the other losses were British North America, \$3,500; Belgium, \$2,000; Italy, \$1,800; British Africa, \$1,700; Other Africa and Other West Indies and Bermuda, \$1,000 each. Slight fallings off are shown by Brazil and Other South America, \$800 each, and the Philippines, \$700.

The brightest spot in the whole list is the United Kingdom. From \$9,040, in October, 1903, its purchases rose to \$13,192 in the same month this year. Other Asia and Oceania also took a slight jump, the figures being \$795 and \$2,977, respectively, while Mexico contributed its mite in the shape of an increase from \$2,758 to \$4,160. Small gains were also made by France and the Central American States and Honduras.

The figures in detail for the month and ten months, respectively, are as follows for the corresponding periods:

| Exported to— | October— | | Ten Months Ending October— | | |
|--|------------------|------------------|----------------------------|------------------|------------------|
| | 1903. Values. | 1904. Values. | 1902. Values. | 1903. Values. | 1904. Values. |
| United Kingdom | \$9,040 | \$13,192 | \$359,896 | \$209,637 | \$219,854 |
| Belgium | 3,850 | 1,520 | 42,348 | 45,539 | 46,658 |
| France | 1,303 | 1,582 | 164,729 | 102,043 | 73,883 |
| Germany | 5,422 | 480 | 244,972 | 125,622 | 104,005 |
| Italy | 2,589 | 720 | 58,345 | 45,363 | 32,381 |
| Netherlands | 8,273 | 723 | 127,865 | 99,266 | 73,311 |
| Other Europe | 14,391 | 3,478 | 264,582 | 162,901 | 140,311 |
| British North America..... | 7,851 | 4,175 | 162,358 | 144,457 | 108,352 |
| Central American States and British Honduras | 300 | 690 | 2,427 | 2,310 | 3,612 |
| Mexico | 2,758 | 4,160 | 22,178 | 46,960 | 37,314 |
| Cuba | 2,090 | 1,984 | 9,866 | 14,474 | 29,583 |
| Other West Indies and Bermuda..... | 3,601 | 2,656 | 40,832 | 27,918 | 27,909 |
| Argentina | 1,236 | 1,264 | 6,384 | 10,880 | 15,168 |
| Colombia | 106 | 310 | 813 | 661 | 4,535 |
| Venezuela | 34 | 22 | 419 | 315 | 259 |
| Other South America..... | 2,442 | 1,657 | 16,382 | 16,141 | 12,648 |
| Chinese Empire | 674 | 526 | 24,160 | 15,487 | 10,995 |
| British East Indies..... | 1,398 | 827 | 43,492 | 21,252 | 15,676 |
| Hongkong | 1,316 | 1,005 | 5,195 | 5,972 | 3,285 |
| Japan | 36,038 | 17,408 | 357,823 | 354,776 | 275,886 |
| British Australia | 33,434 | 4,839 | 178,788 | 275,815 | 145,354 |
| Philippine Islands | 735 | 130 | 17,737 | 21,568 | 5,188 |
| Other Asia and Oceania..... | 795 | 2,977 | 25,431 | 23,043 | 16,006 |
| British Africa | 1,383 | 383 | 96,048 | 39,670 | 5,977 |
| All other Africa..... | 1,791 | 62 | 7,248 | 6,153 | 4,022 |
| Other countries ..... | ..... | ..... | 12 | 63 | 88 |
| Total | \$143,862 | \$66,985 | \$2,285,910 | \$1,826,218 | \$1,424,535 |

The State Pawn Office of Paris is said to hold 7,500 bicycles. The office lends money at 7 per cent, so that the Parisian cyclist finds it cheaper to give his bicycle to "Uncle" than to pay for storage over the winter.

Dunlop and Swift Earn Good Profits

The Swift Cycle Mfg. Co. and the Dunlop Tire Co. have made public their reports covering the business of the year just ended, showing very different results. The Swift showing is a remarkably good one, proving that by cutting first, last summer, to 8 guineas, they got the cream of the cheap machine business. The Dunlop report is just the other way. The reduction of tire prices came too late to cut the profits down very much, but it had some effect, while the seeming necessity of strengthening the concern's financial position, in order to meet next year's competition, resulted in a considerable part of the year's trading profit being set aside for this purpose.

The net profits of the Dunlop Co. are given as \$657,015, and are the lowest for many years. Last year they were put at \$1,063,345. From the above profits dividends of 5 per cent. on the preference and 2½ per cent. on the ordinary shares was paid, as against 5 and 6 per cent., respectively, last year. As, however, more than \$500,000 profits earned by the subsidiary companies was left in them as working capital, the concern's condition is really better than it was a year ago.

The Swift trading profit for the year ending Aug. 31, is \$90,240. Out of this there was paid in dividends 6½ per cent. on the preference shares and 10 per cent. on the common. Of the balance \$35,000 was carried to the reserve fund, making it \$145,000, and \$13,500 was carried forward.

Becomes a Reading Standard.

Mr. W. P. Bowling, of the former firm of Bowling & Simpson, Baltimore, Md., has been added to the Reading Standard staff to travel in the Southern States of North Carolina, Virginia, West Virginia and Maryland; he is now visiting the trade in that territory.

During the twelve months ending September 30 last, the Dunlop Tire Co. manufactured in England alone 1,249,747 complete tires and 303,473 covers. This gives a combined total of over 1,553,220 covers

GAMAGE SHOWS HIS TEETH

Londoner Returns Home and Gives Free Vent to His Disappointment.

As he came, unheralded, so A. W. Gamage, the big London jobber, returned to England, after one of his periodical visits to this country, without making his presence known or seeking publicity in his accustomed manner. While here he visited the St. Louis Exposition, apparently in search of cycle novelties. In this quest, however, he met with utter failure, he says, and to a reporter of the Irish Cyclist he has expressed his belief that we have nothing new to offer. He also brought back with him a very poor opinion of the Exposition, as the appended extracts will make clear:

"I guess you have brought back quite a ship load of cycling novelties from the St. Louis Exhibition?" began the Cyclist man.

"Then you have to guess again, as I have not brought back a single novelty of any note. Americans may be able to teach us a great many things, but in this department they are right behind."

"You don't mean to say you did not see any cycling specialties at the great St. Louis Exhibition?"

"How do you account for it?"

"Well, to begin with, I don't think there is the same interest in cycling matters in America that there used to be. Why, in big cities like New York the falling away is most marked. It is only when you get further West, to such places as Detroit, Grand Rapids, that you see any signs of vitality in the pastime."

"Can you explain this decline in interest?"

"Not unless it can be explained away by two causes—first, the inferior roads; and, secondly, by the numerous and diversified methods adopted for getting around these big towns, such as electric cars, overhead railways, etc."

"Whatever the reason may be, you can take it from me that America is not the place to look for cycling novelties. It is really surprising when you come to think of it," he added, "how little we owe to America for the modern bicycles. Nearly every part of the machine to-day, from the design to the tires, from the free-wheel to the braking power, first found birth in this country."

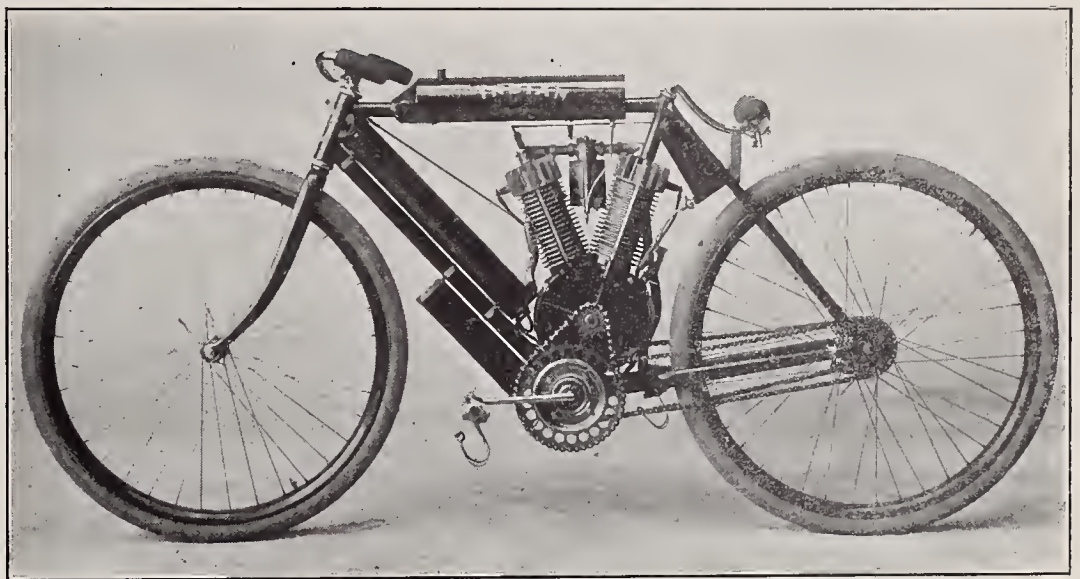
Asked his opinion of the Exposition, he was equally caustic.

"To be perfectly frank, I was greatly disappointed," he said. "In my opinion, it is a great fraud and a huge bluff from beginning to end. The magnificence of the buildings is out of all keeping with the contents. It is really a most disappointing show, no matter from what aspect one views it. The statue work in the grounds is so flimsy that you are almost afraid to look at the inscriptions in case they would drop off. Indeed, a special guard is provided to keep visitors off the steps of these monumental piles that look so

imposing in the show catalogue. The show has no 'guts' in it. From start to finish it is very unreal. You lose yourself in its immensity, but when you come to examine its contents you realize that the promoters have made quantity, not quality, their standard. With regard to some of the side shows—the least said about them the better. You can take it from me the St. Louis Exhibition has been anything but a success. The interest has been moderate. The best makers have refrained from showing because they are worried to death with shows of this kind."

Big Indian Joins the Tribe.

Although it made its first appearance and scored a victory on the Newport beach some two months since, the Hendee Manufacturing Company's two-cylinder Indian has been



INDIAN TWO-CYLINDER MOTOR BICYCLE.

kept pretty well under cover; and, until it made its debut on the occasion of the hill climbing contest on Eagle Rock last week, little was known of it. The accompanying illustration will, therefore, satisfy a deal of curiosity that has existed.

That the big Indian is as goodlooking as its smaller brother is evident, and that it will give a good account of itself is not to be doubted. In a general way it closely follows the lines of the single-cylinder machine, from which it really differs little save in the employment of the two-cylinder motor. It is rated nominally at three horse power, and is well inside of the 110-pound limit, tipping the scales at 107 pounds.

Humber's 71-Pound Motor Bicycle.

Humber & Co., the famous English firm, have created something of a furore by announcing a motor bicycle scaling but 71 pounds, actual weight, and for road use. It employs a Humber motor of 1¾ h. p., is chain driven like the other Humber, and is fitted with brake, mud guards, trussed forks, etc.

Ben Spittle, a repairman of Brandon, Manitoba, was burned out last week. The fire started from an overheated stove pipe.

HELP FROM TRAVELLERS

How the Latter Can Serve Dealers a Good Turn Even in Winter.

"Some dealers believe in giving riders a complete rest from cycling during the winter. If they are never reminded that there is such a thing as a cycle, it is, according to their theory, better for them," remarked an old tradesman the other day.

"Now, my policy was just the other way. I always believed in keeping them in touch with the game. There were some riders, of course, who dropped cycling, just as if it were an unseasonable garment, when November came, and never gave it a thought

until March or April. But they were exceptions. Most of the boys were better for taking a ride now and then, or for dropping in the store and swapping yarns.

"It was always my practice to keep them in sight and to maintain the cycling interest. For example, if a travelling man came to town about this time with a trunk full of new models, I saw an opportunity to do a stroke of business for myself. So, instead of meeting the man at the station or hotel, I would have him bring his trunk to the store in the evening. Then I would get word to half a dozen or so of the boys and ask them to drop in just about the time the machines would be unpacked.

"If possible, I had a look at the machines myself first and 'fixed up' with the traveller. After that I let him tell his story to the boys, especially if he was a good talker, and imbue them with some of his own enthusiasm. The scheme nearly always worked splendidly, and I could trace many subsequent sales to the talk of the traveller.

"It seems to me that a lot of good could still be done if dealers and travellers would work together in this way. The latter seldom comes in contact with the rider now, and I honestly believe his business is hurt thereby."

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

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Fisk Line of Bicycle and Motor Tires.

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CHICOPEE FALLS, MASS.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, DECEMBER 3, 1904.

Sidelines and Holiday Trade.

The cycle dealer who has not made a sideline of a staple article or articles must needs "follow the seasons." He must carry and herald and push golfing or baseball implements or fishing tackle during the months when those sports or pastimes are the vogue, must switch to skates or sleds when the season of snow approaches, and if he is keenly alert he will at this period of the year "clear decks" and "plunge" heavily into toys.

One of the most successful dealers of the sort of whom we have knowledge followed this system. The "winter of discontent" lost all meaning to him. The holiday time was particularly a time of activity and profit. While he ever kept bicycles to the fore and stocked also the golf sticks or fish hooks or skates or toys in common demand, he always sought out and kept his eye open for the novelties in each particular line. Appreciating their drawing power he "featured" them. Like his rival storekeepers, he also realized the magnetism of a bright, cheerful show

window and he made the most of it. He was not fearful of gas bills nor did he squeeze the pennies which he expended for evergreens, spangles and gilt or vari-colored tissue paper. He "worked" Christmastide for all it was worth and never failed to get a full share of the great volume of money that is circulating at that season of which we are again on the threshold.

In the matter of toys, the range is practically limitless, but it is the so-called mechanical toy that is in the ascendancy and that promises the best return to the cycle dealer seeking side lines. They are to be had in all forms and at all prices and they afford that "action" that attracts and interests the adult little less than the child. With them it is possible for a Santa Claus in a decorated store or show window to give a "free show" each evening that cannot fail to attract the multitude and create sales.

While juvenile bicycles are to be advocated at every opportunity the parents of many tots are timid about permitting their little ones to use them and in consequence have recourse to toy tricycles and three-wheel velocipedes, which permit the use of the side-walks; there is really no good reason why cycle dealers should not keep at least one of each of these little vehicles in stock; they are directly in their line of trade and the newer velocipedes with their tubular frames and rubber tires are really fetching creations that appeal to all youngsters. The pedal propelled "automobiles" are in practically the same category. They are now offered at retail at from \$3 to \$40 and with "automobile bodies" of every type from the wedge-shaped racer to the handsome "limousine" or enclosed car seating four children and provided with pedals for two of the little occupants. As automobiles are "in the air," these toys appeal to many who might sniff at bicycles, although they are but bicycles after all.

Only last week a shrewd firm of New York merchants promoted a 100 yards race between vehicles of this sort, providing several of them for the use of the 200 contestants that appeared, and this awakened a lot of interest and publicity that will undoubtedly lead to many sales. The idea of the race is not copyrighted and may be turned to advantage in any community.

In short, the toy market is crammed with novelties and saleable goods, and offers to the idle bicycle dealer an opportunity that easily may be turned to good advantage.

But "good advantage" does not imply merely the purchase of an article or articles

and then keeping them hid "under a bushel." It is necessary that such goods be heralded and loudly.

England's Upheaval.

It is scarcely more than three years ago that the head of one of England's oldest and most prominent cycle building concerns, and a leading exponent of the fetish of high price, asserted that no sound and well designed bicycle could ever be produced and profitably sold at a lower figure than \$80. To-day that company lists its highest grade machine at \$80 and its cheapest at just one-half that figure, or \$40. And other British companies of equal standing are offering machines at lower prices than ever obtained in this country for standard name plate machines.

As depicted in full in another column, the British trade situation is an alarming one. Grim, ruthless war has been declared between two of the most powerful concerns, and into the vortex created by their struggle other makers are being drawn. No such cut-throat policy as has been inaugurated was ever seen here, even in the gloomiest and most demoralizing days of the slump. A policy of extermination appears to have been resolved upon, and bids fair to be waged to the uttermost limit.

It is well known that British factory costs have not been reduced to the extent that they have here. A considerable number of the best factories have been equipped with up-to-date machinery and organizations similar in the main to our own set going in place of the old hand processes that were formerly almost universal. But in very few of them have the reforms been carried to a conclusion, nor is the adaptitude of the workmen so great as that of our own men. Consequently, it is impossible to get the same quantity of work out of the men as here, and although wages are lower and, in many cases, materials cheaper, it is doubtful if even the best equipped factories can produce as cheaply as our own, to say nothing of the majority of them.

Another very important factor in the matter is the difference in the equipment of English and American bicycles. The former have, as a rule, more and costlier devices than do our own. Tires are higher priced, even now that the Dunlop patents have expired; saddles are more elaborate and, in proportion to the factory cost, more expensive; mud guards, brake and gear cases also incline the scale of cost against the English machine. Where we are content with a ma-

chine sans guards and gear cases and with a simple hub contained coaster brake, the English rider must have one of the first two, if not both, and one and frequently two rim brakes of expensive construction. The comparison might be continued much further, but enough has been said to show that the cutting of prices below those ruling here is impossible without a great sacrifice of quality.

The outlook for the English trade is indeed a gloomy one. With 10 guineas (\$50) as the low standard price profits were small enough. The trade had, after month of hesitation and foreboding, braced itself for the plunge into the 8 guinea (\$40) pool, and now, in the twinkling of an eye, it is bid to cut prices to less than \$30. Like stampeded cattle the various makers are being forced, sorely against their will, over the cut price cliff, without knowing where they will land or whether the just under \$30 price is to be the rock bottom one. In fact, it looks as if it were not, that each cut will provoke a fresh one, until the bottom will be out of the business.

Where it will all end no man can foretell. But it is a striking commentary on the propensity of seemingly hard-headed business men to let themselves get beyond control. Incidentally, the slow but certain upbuilding of prices that has been going on here for several years is worthy of more commendation than it receives.

As was suspected, the cause of the abandonment of motorcycling by Mr. Corson's "old friend" proves of some instruction and, as in many another instance, arises from the mistaken assumption that all motor bicycles are alike. We ourselves have had extended experience with the "oil squirters" and can sympathize thoroughly with those who value personal appearance. The fault is entirely with the manufacturers. There is no reason whatsoever why a motor should throw oil. There are a number on the market that do not do so and that are as cleanly in that respect as the pedal propelled bicycle. If the makers of the offending machines lack the "know-how," they should study their rival's methods.

The experience of Mr. Corson's friend does not constitute an isolated case. Only this week we heard another man utter the same objection to motor cycles, coupled, however, with repugnance to leather clothing, which he appeared to think was necessary because of the dirty oil throwing propensities of motors; he, too, placed them all in the same class.

Bad Effect of Oil Splashing.

Editor The Bicycling World.

In your footnote to my letter in the Bicycling World of November 19 you say: "It would be of some interest and instruction to know why, having tried, it, the 'old friend' discontinued the use of the motor bicycle."

I am pleased to have the opportunity to answer this, as there are so many similar cases. The next day but one after my "old friend" made his remark to me I mounted my faithful Indian and rode to the city in New Hampshire where this "old friend" is still in the bicycle business. The distance was thirty-five miles, and the roads are the worst to be found in New Hampshire. It was a cold morning, and the wind blew very hard, head on, but I was there in about two hours from the start. I found, on investigation, that my friend had never owned a real motor bicycle, but had ridden one such as I first rode, and wrote about in my article for The Motorcycle Magazine, "The Experiences of a Veteran." This machine was followed by two other "fake" motorcycles, there having never been a good working machine owned in the city. These machines are noted for throwing oil all over the riders, and our friend, being one of the neatest of men, could not well be blamed for not wanting a motorcycle, if what he had seen of these machines was a sample of all.

It did not take long to reverse the wrong opinion that cyclists of that city had of motorcycles. They were soon in love with the machine I was riding, and I found several prospective customers for early spring delivery, and one immediate order. This is only a fair sample of the condition of the interest in the motorcycle, where only these cheap machines have been used. I have yet to find a place where the perfect working motorcycle has been first used that there is not a growing interest.

I would like to say, in this connection, that I have ridden upward of six thousand miles this season, mainly over the hardest kind of roads, and it has been one continual round of pleasure. I have not had what I consider one moment's trouble with my machine, and as to its being clean to ride, it is much more so than a carriage. I am wearing the same coat and vest to-day that I have ridden in all this distance, and only a few days ago a friend remarked that I had a new suit. I am more than pleased to inform you that I am to start for a trip through the South on the 29th inst., where I can ride during the winter months. I have not been so well for years, and am some fifteen pounds heavier than when I started last spring. I have not had my machine on a train save once during the season, and then only for fifty miles and because of a rainstorm. Those who are not riding a first class motor bicycle are losing the pleasure of their lives. For my personal pleasure I would not exchange the machine that I am using for the best automobile made, even if I had a bank account sufficient to support it.

E. H. CORSON.

Michael Buried in Brooklyn.

Jimmie Michael's body was buried last Tuesday in Greenwood Cemetery. When the Savoie arrived, the remains were taken to an undertaking establishment on Third avenue, near Twenty-eighth street. Services were held there at two o'clock Tuesday afternoon by Rev. Jesse F. Forbes, of Memorial Presbyterian Church. The pall bearers were Milton Henry, Jean Gougoltz, Petit-Breton, Frank L. Kramer, A. E. ("Mother") Webb, J. J. Richards, Jr., and John West. There were many floral pieces sent by riders and friends of the great little pace follower.

When the body arrived, Mr. Powers cabled Michael's mother, asking her permission to bury the remains in this country. She gave her permission at once. After Michael died aboard ship, the captain wished to bury the body at sea, according to the usual custom, but this was objected to by the other riders. In order to have the remains brought here, it was necessary for them to guarantee \$400 charges for embalming the body and enclosing it in a metal case. These charges were paid by Mr. Powers, who also arranged for the interment in the Brooklyn burial ground.

"Jack" Prince's Indoor Circuit.

"Jack" Prince has broken out in a new direction. Abandoning for the time being those provincial English cities where he intended to build indoor tracks this winter, Prince is now arranging for the opening of what is termed "The Northern Circuit of the Armory Coliseums." The cities to be included are Troy, Albany, Montreal, Toronto, Buffalo and Cleveland. Perhaps to smooth his path, Prince has adopted the title of "Captain."

He is said to be planning to run a series of motor-paced events in each of the above named cities, with perhaps a few sprint matches between some of the better known professionals. The riders he expects to have are Michael, Caldwell, Moran, MacLean, Butler and Gussie Lawson. The tracks are to be constructed in such a manner that it will not be necessary to drive any nails into the floors of the armories. He has selected the following dates: Troy, December 15 to 21; Albany, December 28 to January 5; Montreal, January 15 to 22; Toronto, February 2 to 9; Buffalo, February 20 to 27, and Cleveland, March 10 to 17.

Wheeler Heads Both Lists.

H. H. Wheeler, Pomona, Cal., is leading in both the century and mileage competitions of the Century Road Club of America. Andrew Clausen, Chicago, is the "runner up" in the former and Harry Early, Bayonne, N. J., in the latter.

Racing Men in Three Classes.

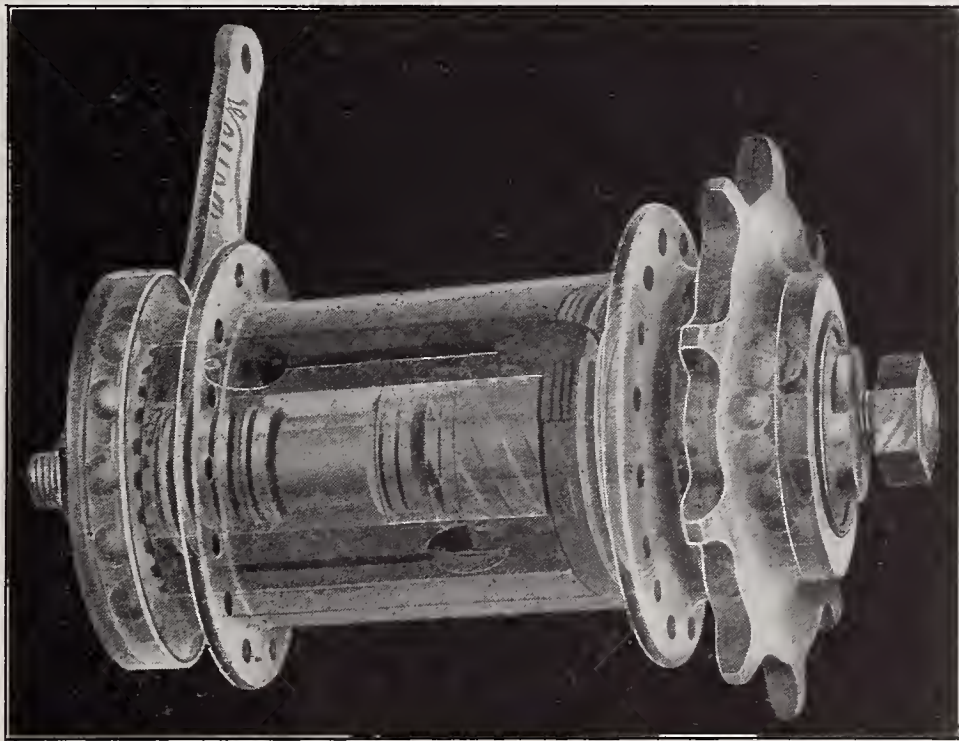
Racing men are to be divided into three classes—first, second and third—by the League of New South Wales Wheelmen. The division is to be made by the handicappers who will begin their task at once.

There is One Morrow

that comes pretty near
taking care of itself.



THIS IS IT



It is as near fool-proof as it is possible to make a
coaster brake.

ARE YOU FULLY INFORMED REGARDING THE 1905
IMPROVEMENTS?

ECLIPSE MACHINE CO., Elmira, N. Y.

HAVE A LOOK!

AT THE BUNCH THAT WERE AWARDED

The Grand Prize

ST. LOUIS WORLD'S FAIR.



THE RACYCLE

That Totally Different Wheel
Won on its Merits.

Easiest Running Machine Made.

The Largest Selling High-Grade Bicycle in the World.

WANT A SALESMAN TO CALL?

THE MIAMI CYCLE & MFG. CO., = Middletown, Ohio.

18 TEAMS WILL START

All Ready for the Six-Day Grind—How the Men are Paired.

Official announcement was made on Friday by the promoters of the annual six day team race that eighteen teams will start in the contest in Madison Square Garden next week. Of the eighteen teams entered, only three have been brought over from Europe especially for the contest. Of the six foreigners, Gougoltz, Petit-Breton and Vanderstuyft have been competitors in former races, while the other three are strangers. Mario Rossini, an Italian, who has raced around New York all summer, will be paired off with W. F. King, who was a member of the famous Samuelson and King "Hobo" team of a few years ago. "Pedaller" Palmer, an Australian, who has been racing at Salt Lake City this year, will be teamed with Emil Agraz, who was born in Mexico.

The race will start at five minutes after twelve A. M. on Dec. 5, and end at five minutes after ten on the night of Dec. 10. It will be a continuous 142 hours contest, the contestants having the right to ride and rest as they see fit, except that no rider must be on the track for more than twelve hours in each twenty-four hours. Any lap or laps gained unfairly through one or more contestants sacrificing himself or themselves for one or more others shall not be allowed. If two riders gain a lap by their unaided efforts, such pacemaking shall be allowed. In case only one of two riders succeeds in gaining a lap, he will not be credited with it as it will be considered that the other rider sacrificed himself. The same rule will apply to more than two riders in case one of them fails to gain a lap. If two or more riders seem to be helped in gaining a lap through one or more of the other riders holding back the field, no lap shall be allowed.

When relieving his mate, a rider must mount on the homestretch and start ahead of the field and the rider to be relieved must be on even terms with his partner before leaving the track. In relieving, the other contestants must not be interfered with and the relieved man must not pass the scoring stand more than once. After being relieved, every rider must make a positive stop on the flat floor on the homestretch side of the building. A punctured tire, broken handlebar, chain or pedal, may, in the judgment of the referee, result in the loss of no laps in the score. On the last day of the race, from three o'clock in the afternoon until the finish, a rider who has an accident to his machine must remount and continue or be relieved by his partner before the leaders have covered five laps. The referee will decide whether or not a contestant who falls as the result of accident or foul riding shall be credited with any laps he may have lost.

If a rider, in the referee's judgment, has fallen purposely so that the field may be

unable to gain a lap, the rider so falling and his team shall lose a lap as if he had remained on his bicycle and been lapped. Remnants of teams may resume riding on these conditions; no rider who has been out of the race officially for more than four hours will be permitted to resume as the partner of another, and in combining the remnants of two teams the lower score must be taken, and should the teams be tied with the leaders the reconstructed team will be penalized one lap. All teams which are one or more laps behind the leaders, may be called from the track five minutes before the end of the race. Ties will be decided by one mile trials. A pistol shot will denote the beginning of the last mile and no changes can be made after that.



EMILE FRIOL,
The French Sprint Champion, who will meet
Kramer.

There will be a "curtain-raiser" meet to-night of amateur and professional races. Almost all of the men entered in the long contest will compete in an international ten-mile open, for which four prizes are offered at the end of the race, with \$5 to the leader at the end of each mile and \$25 to the winner of the most laps. For the amateurs there is a one-mile handicap and a five-mile open, the latter having a special prize for the winner of the most laps. There will also be a fifteen-mile motor paced race between Robert Walthour, paced by Gussie Lawson, and Hugh MacLean, paced by Charles Turville. During the week of the race, there will be a series of sprinting match races between Emile Friol, the short distance champion of France, and Frank L. Kramer, the American champion. Arthur B. Stone will also appear in his "Looping the Globe" act on a motorcycle. Two women are billed to appear in motor paced races.

The complete list of teams and the titles they will race under, is as follows:

Swiss-French Team.

Jean Gougoltz, Switzerland; Petit-Breton, France.

Belgium-Holland Team.

Arthur Vanderstuyft, Belgium; Johann Stol, Holland.

French-Argentine Republic Team.

Andre Mazan, France; Antoine Dussot, Argentine Republic.

Dixie Team.

Robert Walthour, Atlanta, Ga.; Ben Munroe, Memphis, Tenn.

Boston Team.

Nat Butler, Boston; James F. Moran, Boston.

Australian-Mexican Team.

W. "Pedaller" Palmer, Australia; Emil Agraz, Mexico.

Mormon Team.

W. E. Samuelson, Salt Lake City, Utah; Saxon Williams, Salt Lake City, Utah.

Quaker-Chicago Team.

Otto Maya, Erie, Pa.; Jed Newkirk, Chicago, Ill.

Long Island-C. R. C. of A. Team.

John Bedell, Lynbrook, L. I.; Menus Bedell, Lynbrook, L. I.

New York Team.

E. F. Root, Sheepshead Bay, L. I.; Oliver Dorlon, Coney Island.

Boston-Chicago Team.

Hugh MacLean, Chelsea, Mass.; James B. Bowler, Chicago, Ill.

Yankee-Western Team.

Harry E. Caldwell, Manchester, N. H.; Norman C. Hopper, Minneapolis, Minn.

Irish Team.

Patrick Keegan, Lowell, Mass.; Patrick F. Logan, Boston, Mass.

Newark-Brooklyn Team.

Floyd Krebs, Newark, N. J.; Joseph Fogler, Brooklyn, N. Y.

American Team.

Charles Turville, Philadelphia, Pa.; Louis E. Mettling, Boston, Mass.

East-Side Hebrew Team.

Samuel Sulkins, Boston, Mass.; Joseph Rockowitz, New York City.

California Team.

Hardy Downing, San Jose, Cal.; Burton Downing, San Jose, Cal.

"Hobo"-Italian Team.

William F. King, Missouri; Mario Rossini, Italy.

Cycle Motors for Airships.

Strange as the statement may appear, the motor bicycle contributed to the success of the Baldwin and the Benbow airships, which made such successful ascents at the St. Louis Exposition. Both were fitted with Hercules two-cylinder bicycle motors, made by the G. H. Curtiss Manufacturing Company, Hammondsport, N. Y. Baldwin was so well pleased with their work that he has placed an order for two more of the engines.

READING STANDARD

READING STANDARD.

1905 ANNOUNCEMENT.

SEVEN MODELS! SEVEN MODELS!

| | | | |
|-----------------------------------|--------------|---|--------------|
| Reading Standard Pace-Follower, - | List \$60.00 | Reading Standard Ladies' Light Roadster, including Coaster Brake, - | List \$40.00 |
| Reading Standard Racer, - | List \$50.00 | Royal Reading Roadster, men's, - | List 30.00 |
| Reading Standard Road Racer. - | List 40.00 | Royal Reading Roadster, women's, - | List 30.00 |
| | | Reading Roadster, men's, - | List 25.00 |

 Cushion Fork and Two-Speed Gear and Automatic Coaster Hub can be supplied on all models.

The quality and finish of these bicycles is unsurpassed, and they are sold at prices which enable the dealer to make a good profit. Our 1905 agency proposition is the best yet. You should not delay communicating with us if you are desirous of handling a money-maker.

The THOROUGHbred Motor Cycle, List \$210. Equipped with all the latest improvements. Has no peer. Side Wheel attachment, extra, List \$50.00 | Tandem attachment, extra, List \$15.00.

READING STANDARD CYCLE MFG. CO., Reading, Pa., U. S. A.

Distributors for So. Car., Ga., Fla., Ala., Miss. and Tenn., ALEXANDER-ELYEA CO., Atlanta, Ga.

Pacific Coast Distributors, THE BRUNETTE CO., 461 Mission St., San Francisco, Cal.

READING STANDARD

POPE

One of many
testimonials which have
been received on our Motor Bicycles.

Charlottesville, Va., Nov. 22, 1904.

POPE MFG. CO

Dear Sirs:—I have wanted to write to you for some time and compliment you on your Motor Wheel. I am an enthusiastic motorist and have ridden five or six different makes, but the only wheel that would carry me over these roads without pedaling was the 1904 COLUMBIA. I have ridden it constantly this season over our mountain roads for business, and it has never failed me.

Yours truly, (Signed), W. W. MOSS.

POPE MFG. CO.,
HARTFORD, CONN.
CHICAGO, ILL.

BICYCLES

LEGEND OF HOOP SNAKE

Effort Made to Trace it to a Cycling Incident Fails Lamentably.

Very few of the Old Timers were in fit condition to attend the club meeting this week and tell any fairly good yarns, as the shock given them the week previous by the Occasional Attendant with his gory bull and cyclist tale left many of the truth-loving members in a morbid state of mind. Each fully realized that it would be difficult to sustain his reputation unless he could concoct a story to surpass the tale of the bull and cyclist. After drinking a cocktail, a glass of beer, a high ball, and finishing with a half pint of White Seal the Chief Spinner was, however, in prime condition to unwind a yarn.

"Have you ever heard the legend of the Origin of the Hoop Snake?" he began. "No? Well, I thought not. I'll enlighten you.

"About nine years ago a man I know was riding alone in a dreary, desolate country—pedaling along, oblivious of everything—when instinctively he felt that something was wrong with his tires. Looking down he discovered, to his sorrow, that both were cut so as to be absolutely useless. Here was a predicament—thirty miles from the nearest railroad station and just about one chance in a hundred of a passing wagon to give him a lift. But my friend was an optimist and resolved to take his misfortune philosophically—it would not facilitate matters by worrying—so he lighted his pipe and sat down by the roadside.

"As he smoked he saw a long snake crawling across the road scarcely ten feet away. A bright idea flashed in his mind. He would make the snake act as one tire. Cautiously he crept close to the reptile, reached out one hand and grabbed it. Then he ripped the useless tire from the rim, and tied the squirming serpent in its place, and as chance would have it, the ophidian reptile was just long enough to circle the wheel.

"'Here's luck!' quoth he of the inventive mind. 'And now for another one. This one's mate ought to be close by, so I'll just lie around and wait awhile.' The snake that was lashed to the wheel began hissing and the wheelman instantly thought of a puncture, but remembered the snake and laughed.

"'It's no use making a fuss, my pretty boy, I've got you fast.'

"Another snake, precisely the same length and size of the first, had glided up to the wheel in the meanwhile, coiled itself and with tilted head, crooned in soothing snake language to the unfortunate serpent that was substituting as a part of the bicycle.

"The truculent cyclist, however, was not in a mood for the romantic, and unmercifully seized the second snake and tied it to the other rim.

"All was well now, so he mounted his bicycle and proceeded homeward. Arriving at his destination, he cut the leashes that bound the reptiles and turned them loose. But the snakes had been in the circular shape for so long that crawling was well nigh impossible. Putting their tails in their respective mouths, they rolled away like hoops, and," the speaker concluded, "all snakes of this variety have been traveling around in a rotary motion ever since, and that, gentlemen is the origin of the hoop snake."

"You are an unmitigated liar," yelled one of the listeners. "I heard of hoop snakes long before I ever knew about bicycles," and in the confusion which followed this remark, the Ernest-Thompson-Setonized member of the club made his exit through a rear window.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Lamp Lenses not What They Seem?

It is not generally known by persons who use bicycle lamps, automobile lamps, and many articles in which lenses are required, that the lenses are not always what they seem. A decision bringing out the fact that sometimes the lenses are not glass, but paste, is the outcome of a controversy by the Board of General Appraisers of Customs concerning articles in the form of plano-convex lenses about three-fourths of an inch in diameter, made of paste and designed to imitate rock crystal, the latter mineral, according to a decision of the courts, being classified as a precious stone. At the hearing of the case it developed that within the past two years the chief use of these articles has been diverted from the construction of jewelry to the manufacture of electric pocket and bicycle lamps and similar goods in which lenses are employed. It was further shown at the hearing that the merchandise is in fact lenses with the usual magnifying properties found in transparent substances molded, pressed or cut into a plano-convex form.

TO STUDY SIX-DAY MEN

Scientists Will be on Hand for the Purpose—Food Their Hobby.

Headed by Professor W. O. Atwater, of Wesleyan University, at Middletown, Conn., a party of scientists will make a careful study of the condition of the riders in the six day race. They will remain in Madison Square Garden all week, and have received permission from the promoters to make as many tests as they wish. They are interested particularly in determining the relative value of foods in the production of muscular energy. Professor Atwater thinks that a six-day bicycle race calls for more sustained energy than any other form of contest, and John West, trainer of the foreigners, will do all in his power to facilitate their work.

Professor Atwater has certain ideas on the subject of training which he is especially anxious to apply at this time, and hopes to induce some of the contestants in the big race to work along these lines. One thing the promoters of the race hope to achieve from the visit of the scientific men is the abandonment of the old howl of brutality which is always raised during a six days contest. Absolutely nothing will be concealed from these men, and they will be at liberty to give their views on the humanity of the race at any stage of it. There will not be a single rider in the race who will not be under the observation of these scientists.

How the German Works It.

There is said to be one German dealer who sells twenty thousand bicycles a year—and that in a town of only two thousand inhabitants. His method of doing business is remarkable, strongly resembling that of the mail order houses in this country. He conceived the idea of advertising direct to the public, and by giving each customer an interest in his business to the extent of a commission on every machine he sells, has built up one of the most successful retailing establishments in the world. All this business is still conducted from the modest hamlet where this agent is a veritable king. He has his own postoffice on his premises, and the amount he spends in postage alone is staggering. The catalogues he circulates broadcast to the public cost about 75 cents each. But the price of machines in Germany is very low; \$25 is a fairly high price, while a \$40 machine would be considered the height of luxury.

An Irish jobber in cycles and phonograph goods, and who imported the latter direct from this country, has been at pains to explain why he could undersell other Irish jobbers and dealers who purchased their goods in London. Carriage charges from London, he says, are absurdly exorbitant, whereas the freight on direct imports from America is merely nominal. Naturally, the many cycle dealers who have taken on sidelines of this character are exercised over the matter.

FOR ROAD RACING CIRCUIT

Worcester Dealer is Leading the Movement—His Plan and the Results Possible.

If the plans outlined by J. W. Grady, the well known Worcester dealer, mature, the 1905 season in New England will be of more interest than for some years past. Grady, who has always been an enthusiastic believer in road races, and who annually promoted one on his own account and felt its good influence in his business, now proposes the formation of a New England road racing circuit. Indeed, he has more than proposed it, having, during his winter travels in the interests of the Hudson Manufacturing Company, interested a considerable number of dealers in the New England States and received promises of their support which seem to assure the success of the project.

His idea is that the dealers in from fifteen to thirty of the large towns in New England undertake to promote and provide prizes for at least one road race in their respective towns during the year, an agreement being reached regarding the dates in order that the circuit may be properly arranged to permit the riders of the various places to compete in each race if they so desire. The circuit will be scored on the point system, a grand prize, say a piano, being "hung up" as a prize to the rider leading in points at the end of the year.

Grady has the matter well in hand and, before the winter has spent itself, expects to be able to make a definite announcement of the formation of the circuit.

"I believe that road racing has had as much as anything to do with making Worcester a high grade town," he said on Thursday in discussing the subject, "and I believe the same result is possible in every other place if the dealers will but properly lend themselves to the effort. It is my experience that every man who ever participated in a road race thinks that he might have won, or at least have finished well up, if for some reason or other something had not happened to him. He simply itches for another trial and a circuit, such as is proposed, would satisfy that longing and make it worth while for every man to train, and keep in training throughout the season.

"There are practically no bicycles listing at less than \$30 that go out of my store," he continued, "and, as I have said before, I attribute this result largely to the road races I have promoted in previous years. Why," he said, with a show of enthusiasm, "even the messenger boys in Worcester ride high grade bicycles, and I have made any number of sales to men who ride merely to and from business by putting them on such bicycles as the fast men used in these races, and showing them the difference between high grade and easy running bicycles and the cheap things they were accustomed to push. I honestly believe that the reason

many men ride cheap wheels is ignorance of the superior qualities of the better machines. It is merely an illustration of the 'where ignorance is bliss, 'tis folly to be wise' proverb, and it is up to the dealers to spread enlightenment. This can only be done by giving the cheap wheel crowd a chance to try the high grades, and when they learn the difference between the two they are never really content until they get the better machine. And the dealer himself should not only ride but ride the best machine he has in stock. When I am in Worcester, I myself seldom walk or use a street car. I ride my bicycle wherever I may go.'

Killed While Breaking Records.

Another name has been added to the list, far too long already, of motor pace followers who have been fatally injured while engaged in either racing or record breaking. The latest victim was Brecy, the young Frenchman, who was one of the very best followers of pace in Europe and an exceptionally game racing man. The mishap occurred at the Parc des Princes track in Paris on November 15. He was engaged in a record trial at the time and was travelling around the track at a speed of about 55 miles an hour when the front fork of the pacing machine broke suddenly. Both Brecy and his pacemaker were thrown but were picked up alive. When the pair were taken to a hospital, Brecy's condition was pronounced hopeless, but the pacemaker recovered consciousness within an hour.

At the time the accident occurred, Brecy had ridden 66 kilometres. He had bettered all of the records from one kilometre to sixty and was over two minutes ahead of the recent figures for the hour record which Bruni made on October 27. Brecy had travelled remarkably fast up to thirty miles, his time for the distance being 33 minutes 10 1-5 seconds. He completed sixty kilometres (about thirty-seven miles) in 39 minutes 43 2-5 seconds. If nothing had happened to him, it seemed as if he would travel more than fifty-eight miles in the hour.

First Man Not the Winner.

H. Cadwallader, jr., a local rider, won the twenty-five-mile handicap road race which the Stroud Wheelmen, of Philadelphia, ran over the White Horse Pike on Thanksgiving Day. He had a handicap of five minutes. Henry Irvin, of Camden, N. J., who had a handicap of four minutes, won first time prize. Richard Stroud and Daniel Cullen, of Philadelphia, both scratch men, won third and fourth time prizes. The second time prize was captured by B. MacQuay, of Camden, starting from the four-minute mark. James Logue, a Philadelphia novice, was the first to cross the tape, but had covered but twenty miles, through the mistake of one of the officials. Daniel J. Trotter, of Philadelphia, had to finish on a borrowed machine, and Edward Blumfield, of Atlantic City, rode the last five miles on a punctured tire after having kept with the leaders until that time.

AT WAR OVER PACING

What Brought it About and Some of the Practices that it Recalls.

European racing men are engaged in a war of words over pacing methods, which recalls the first attempts to "connect" the "pacee" with the "pacers," to the unfair advantage of the former over other riders. Bruno Demke, the Berlin long distance rider, is opposed to the use of motor tandems for pacing.

In a circular which he issued to his colleagues he states that Robl enjoys an extra advantage through the position of his rear pacemaker's saddle, which is generally where it ought not to be in relation to the hub. Robl's tandem possesses no safety roller, and for an excellent reason—the roller would be superfluous. With the tandem's rear saddle not in the proper line with the hub, but projecting several centimetres beyond the back wheel, Robl cannot get near enough to touch the pacing machine with his front wheel—his head prevents that. The Munich crack can, and habitually does, ride with his head close up against the middle of his thickly padded rear pacemaker's back. Those who have not seen him racing have but to glance at the snaps of him to have this made plain.

This style of following is impossible for a man behind a single fitted with the roller. To oblige Robl to shift his rear man's saddle forward and adopt a roller would be to deprive him of an advantage which he knows how to appreciate, and which, for that reason, he stubbornly declines to part with. Nor can Robl be induced to race behind a motor bicycle.

It was the late "Johnny" Nelson who first got so close to the rear rider on his pacing tandem as to touch him with his head. This was in 1900, in Boston, and Nelson became so expert at the practice that he was finally protested by competitors. It was alleged that he could so connect himself with his head in the pacer's back that he would receive material benefit by being pulled along. The point was held to be a good one, and Nelson was warned that his head must not actually touch the pacemaker's back. Following Nelson's example, all the pace followers of that day trained themselves to follow closer, finding that they were better protected, even if they forebore to actually touch the pacemaker.

It is thought that it was this practice that contained the germ of the idea used a year or two later at the Manhattan Beach track by Fred Hoyt. His plan was to get assistance from the pacing team, not by hooking his head in the rear man's back, but by using a string as a towing line. This he held in his teeth, the other end being held in the hand of the man on the pacing machine. The trick was tried at a night meet, but a keen-eyed official "spotted" it and Hoyt got a year's suspension.

Automobiles Cause Two Accidents.

Henry Renschel, twenty-nine years old, living in 172d street, New York, was riding a bicycle on St. Nicholas avenue on Monday, when a heavy automobile truck swung around the corner of 150th street, knocking Renschel from his wheel and passing over his legs, which were crushed by the immense weight. The injured man was hurried to the hospital, but died soon after he reached the institution. William Dougherty, the driver of the truck, was held by Magistrate Baker, of the Harlem court, in \$1,500 bail for the inquest.

Rudolph A. Koch, forty-two years old, of Elizabeth, N. J., was riding on Park avenue, that city, on a bicycle last Tuesday morning, when an automobile came up behind him. He looked back, and in so doing lost his balance and fell directly in front of the automobile. Robert W. Flagg, of Hoboken, who was steering the machine, did his best to stop it, but the front wheels passed over Koch's left leg, breaking it. He was sent to the City Hospital in a serious condition.

Denver's Saucer in Sight.

The prospect of a saucer track in Denver has been considerably strengthened; in fact, it appears almost certain of materialization. John A. Payment who is leading the movement, states that he has already financed the project and secured an option on the necessary ground. The track probably will be eight laps to the mile, and the stands have a seating capacity of three thousand. The centre of the field will be given over to baseball and other sports.

Payment, who is no slouch as a rider, and W. W. Hamilton, once styled "the unpaced king of the world," and several other old timers promise to don their racing togs again and compete as of old when the track is completed.

Girl Strikers Use Bicycles.

A "Girl Bicycle Brigade" is an innovation brought to public notice in the strike of the Garment Workers' Union, now on at Chicago. Girl strikers, mounted upon bicycles, have been delegated to follow all wagons carrying goods to be made into suits. When the girls' reports are turned in the union men know just what garment makers are still working and who have refused to go out on strike.

Liles is no Lollypop.

A splendid instance of steadfast athletic supremacy is furnished by C. E. Liles, an Englishman who in 1880 beat H. L. Cortis in the one-mile N. C. U. championship, and who for a number of years was one of the foremost English racing men. He had, although forty-six years old, just won a steeplechase handicap, and is a consistent rider and a hard man to beat.

Coasted Over an Embankment.

Lawrence Fields, a resident of Clinton, Ind., will probably die as the result of a bicycle accident on Thursday of this week. Fields was coasting down Shaul's Hill, eight miles south of Clinton, and rode over a steep embankment. He fell heavily, breaking his leg and fracturing his skull.

Weintz Wins Twice in the Armory.

A general smashing of wheels and the temporary knocking out of several riders was one of the unpleasant features of the two-mile handicap bicycle race in the 8th Regiment Armory, New York, on Saturday night, where the semi-annual games were held. The floor of the armory is never good for bicycle races, as the turns are too sharp. In taking one of the curves the front wheel of one rider slipped and he fell, bringing down many of the riders with him, chief among whom was Oscar Goerke, the crack scratch man.

L. J. Weintz, of the National A. C. (60 yards), was head rider in the first heat, and in the final heat secured the lead from the start and rode over the tape an easy winner:

Summary:

Two-mile bicycle race (handicap): First heat—Won by L. J. Weintz, National A. C. (60 yards); George Engledrum, Sunset Wheelmen (60 yards), second; W. Charleton, 13th Regiment (80 yards), third. Time, 5:16 3-5. Second heat—Won by Ott, National A. C. (80 yards); C. Marshfelder, New York City (100 yards), second; C. Weber, Mohawk A. C. (80 yards), third. Time, 4:52 1-5.

Final heat—Won by L. J. Weintz, National A. C. (60 yards); G. Engledrum, Sunset Wheelmen (60 yards), second; E. Ott, National A. C. (80 yards), third. Time, 5:02.

Californian in Front in Maryland.

One of the most interesting events at the automobile race meet held at Electric Park, Baltimore, on Thanksgiving Day, was an unlimited Australian pursuit race for motor bicycles. The contestants were Ray Thomas, of Baltimore, and H. J. Painter, of California. The local rider led for the first two miles, but the Californian gradually closed up the gap after that, overhauling his opponent at four and one-third miles. The time was 7:34. Charles Callahan, the Baltimore champion, had intended to compete, but an accident happened to his machine while he was on his way to the track. fifty started.

Trout Hooks a Road Record.

Arthur Trout, of the California Cycling Club, made a successful onslaught on the Pacific Coast ten-mile paced road record. He made his attempt over the course from Fruitvale to Haywards. His time was 19:50 3-5, which is 3 minutes 7 2-5 seconds faster than the previous record.

Birdsong Wins in Texas.

Lewis Birdsong won the two-mile motor bicycle race which was run in connection with the automobile contests at the driving park in Houston, Tex., on November 23. He rode an Orient, and his time was 4:34 3-4. J. Wade Cox, on a Thomas Auto-Bi, was second.

Bay View's Basketball Team Scores.

The Bay View Wheelmen, Newark, N. J., have organized a basketball team for the winter months. Tuesday night last the cyclists proved their superiority over the Plainfielders by defeating them to the tune of 33 to 14. The game was played at Plainfield.

THE INDIAN



ON

Eagle Rock.

Of 51 automobiles that participated in the climbing trials on that famous New Jersey hill on Thanksgiving Day, only 21 made better time than the single cylinder

Indian Motor Bicycle,

ridden by P. H. Johnston, who flew up the steep one-mile grade in

1:59 4-5.

The two-cylinder Indian, ridden by Oscar Hedstrom, went up in 1:41, which time was surpassed only by 11 motor cars, all of them great big racing "monsters" of up to 105-horse power.

But then Hill Climbing always was one of the Indian's strong points. Can as much be said for the machine you are riding or selling or considering?

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,
THE BRUNETTE COMPANY
491 Mission St., San Francisco, Cal.

On the Sands of South Africa.

A strong cycling organization has been formed in South Africa by the employes on the Johannesburg Reef. The reef stretches for twenty-four miles in a straight line, and the different properties all follow one another in close succession. The number of white men employed on this stretch is very considerable. The "Simmer and Jack" mine, for instance, is a small town in itself.

The immediate neighborhood of the reef is of very sandy formation, and for this reason many of those who own cycles have been in the habit of storing their machines in Johannesburg and running into town on the small railway which plies backward and forward between Elandsfontein and Johannesburg, and starting thence on their ride. The different "shifts" (periods of working) in force at the different companies have hitherto prevented the formation of such a club as this, but with the introduction of the Chinese a universal system of working has come into vogue.

The leading cycling body in Johannesburg has always been the Wanderers' Club, but it is likely that the new organization will soon become the principal club in the Transvaal. Many suggestions have been made from time to time as to how the road running along the reef could be improved, but nothing feasible has so far appeared. The Johannesburg sand should be good for cycle manufacturers and dealers, as it plays havoc with

the machines. There are two sides to every question, however, and the dealers declare that it is their worst enemy, as it keeps many from purchasing wheels.

The Aggravating Slow Puncture.

One of the most annoying happenings, especially at this time of the year, is an exasperatingly slow puncture. Being such a slow leak, it is difficult to locate, and, as it does not prevent the tire being ridden, the matter of repairing it is put off from time to time, with the result that it is never done. The tire may hold up for six or eight hours without getting too soft to ride, but that only causes the rider to procrastinate still more. He finds the tire down whenever he starts to take a ride, of course, and he resolves to repair it before he uses it again; but being ready for his ride he merely inflates it and starts off when it gives no more trouble, unless the ride is an all-day one. A bad puncture would give less trouble, for it would have to be repaired in order to put the machine in serviceable condition.

Pays Tribute to Zim.

Referring to the remark of a contemporary that A. A. Zimmerman was the finest American cyclist who ever raced on English tracks, the Irish Cyclist pays a graceful tribute to the Jersey "Skeeter" when it says: "The word American might have been omitted."

'Frisco Club Lodges a Claim.

The claim is made by enthusiastic members of the Bay City Wheelmen of San Francisco that it is the oldest active cycling organization in the world, it having been formed in 1884. While this claim will, of course be contested, it is probably true that the Bay City's are the oldest purely cycle club retaining its clubhouse as a wheelmen's habitat and remaining an active riding and racing organization.

Early this month the Bay City Wheelmen celebrated its twentieth anniversary. The function was one of the most successful events in the history of the club. It was a gathering of old-timers who were among the first to own wheels on the Pacific slope. Ed Mohrig, the first president of the club, was among those present. Many letters and telegrams from old-timers who were unable to be present were received.

Offers Reward for Tack Sprinklers.

The Automobile Club of France has offered 500 francs (\$100) for information leading to the discovery of the individual or individuals who strewed the Dourdan circuit with nails on the occasion of the International cup race for motorcycles sometime ago. It will be remembered that a number of the competitors were compelled to drop out of the race because of the many punctures their tires received.

LIQUID VENEER

IS ALWAYS IN SEASON.

It is not only the finest thing on earth for cleaning and redressing frames, rims and all enameled parts of Bicycles, but IT IS SIMPLY INVALUABLE FOR HOUSEHOLD USE.

A little effort in the way of circular distribution or personal canvass among housekeepers, during the dull season for bicycle trade, will result in the building up of a fine and permanent business in this line.

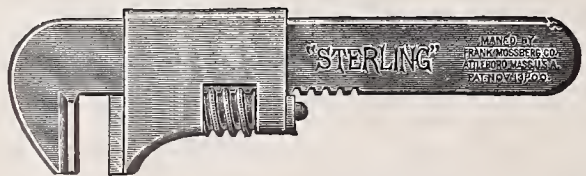
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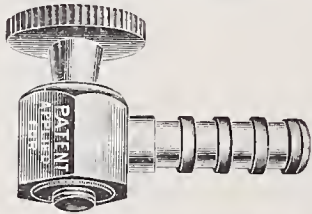
15 cents per line of seven words, cash with order.

INDIAN Motorcycle, like new, G & J tires, grip control, compensating sprocket; cheap. EMMETT E. COLBY, Owego, N. Y.

WANTED—Everyone interested in motor bicycles to purchase "Motorcycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co, 154 Nassau St., New York City.

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"WON'T LEAK" Right Angle Pump Nipple



NO PACKING to wear and get leaky.

STEEL POINT. Absolutely Air Tight.

Just what the Trade has been wanting.

Our 1905 line of bicycle repair parts will interest every dealer. Send for our Catalogue.

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The Week's Patents.

774,421. Handlebar for bicycles. Henry D. Griswold, Providence, R. I. Filed August 5, 1901. Renewed April 12, 1904. Serial No. 202,872. (No model.)

Claim.—1. In adjustable handlebars for bicycles the combination of the following instrumentalities, a pair of bars having gear teeth on their inner ends, the teeth of one bar engaging with the teeth of the other bar, radial teeth on one side of the ends of said bars, side plates having radial teeth on the inner side of one of them fitting into the radial teeth on said bars, studs projecting from the inner sides of said side plates and into said bars, a hinged clamp inclosing said side plates and bars, with means for closing said clamp to hold the bars, substantially as described.

774,995.—Bicycle holder or support. James Spier, Harrogate, Eng. Filed March 16, 1904. Serial No. 198,370. (No model.)

Claim.—A bicycle holder or support provided with three parallel rods or bars arranged one above another, the top rod or bar and the middle rod or bar being provided with arms which are slidably connected therewith and which project at right angles thereto, said arms being composed of rods bent to a form upwardly directed loops through which the top rods or bars pass and downwardly directed brace members whereby the arms connected with the top rod or bar engage the rod or bar thereunder, and the arms which are connected with the middle rod or bar also engage the rod or bar thereunder, the said arms on the top and middle rod or bar being also of different lengths, substantially as shown and described.

775,032. Foot cycle. Henry Glade, North Fitzroy, Victoria, Australia. Filed Dec. 8, 1903. Serial No. 184,354. (No model.)

Claim.—In a cycle for the feet, a frame, front and rear wheels, axles for said wheels, circular boxes having ball bearings therein for the axle of the rear wheel, brackets secured to the frame in which the circular boxes are adapted to roll and a collar on the outer end of each of the circular boxes for preventing longitudinal displacement of the axle, substantially as described.

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"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

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The same may be said of headstems, front and rear forks and seat posts.

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**WE MAKE OUR OWN
SELLING PRICES**

TIRES

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THEY ARE ALWAYS INTERESTING TO JOBBERS

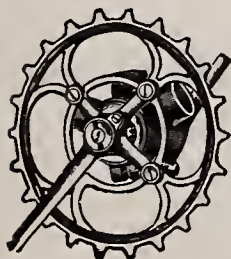
WRITE NOW FOR 1905 CONTRACT.

TIRES

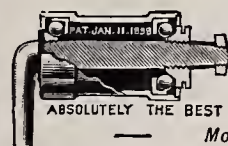
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Lightest, Nearest Dust Proof, and
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For 1905. The Diamond Hunter puts a new high water mark on the gauge post of quality. A splendid tire always, but now still better. Notice the raised tread.

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And these are but two of a better line than has ever before been offered.

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AT THE RACE MEET OF THE NORTH JERSEY
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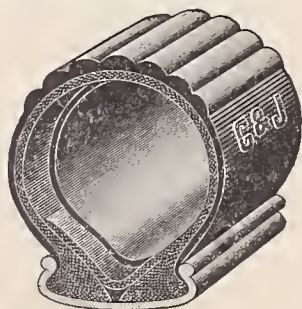
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10-Mile Club Championship,
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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, December 10, 1904

No. 11

WHAT HURT THE WORST

Stripped Bicycles and the Evils that they Developed, says One Ex-tradesman.

"Despite what others may say, I am firmly convinced that the biggest mistake the bicycle manufacturers ever made was when they inaugurated the sale of stripped bicycles. I believe it had more to do with the decline of cycling than any other one cause or combination of causes."

The man who gave voice to this opinion was one of the former department managers of one of those cut price houses that has made most of its money by free purchases of stripped machines which were then equipped in a fashion to net the largest profits. He is uncommonly well situated to speak on the subject.

"The stripped bicycle," he continued, "placed and still places a premium on cupidity and allows room for all manner of doubtful practices, usually practices that disgust the rider and turn him from cycling. It is directly responsible for the cheap tire, and, in fact, simply opened the floodgates of cheapness. And the cheap tire!" (The speaker threw up his hands as he said it.) "Of all the inventions designed to injure a business, there was never anything like it. I doubt if even some of those who deal only with high grade bicycles know what fearful things have been foisted on the public in the shape and name of tires. I have seen \$40 bicycles go out of our store fitted with tires that would scarcely hold up out of our sight. I tried hard to get the head of our house to change his ways, but it availed nothing. He was out for all the money there was in the game and played it to the limit. I am thankful that I had to do with the wholesaling, and dealt with dealers and not with riders."

"It is as plain as a pikestaff that the stripped bicycle was the strongest sort of an inducement to every other jobber and dealer to increase their profits by using such tires, and I guess there were a good many of them who used them. The tires never failed to give trouble, and the riders never failed to blame the bicycle. It is small wonder that so many of them became disgusted and quit riding. It was a sorry day for the

cycle industry when the first stripped bicycle was sold."

Fire Destroys Curtis's Store.

Fire originating in a mysterious manner resulted in the destruction of the bicycle store and contents of the Curtis Machine Company, Elizabeth, N. J., last week. The loss is placed at \$3,500, partly covered by insurance. The only theory put forth to account for the fire, which started about midnight, is that a spark from a passing locomotive dropped on the building, smoldered, and finally burst into flame. A policeman discovered smoke issuing from the building and gave the alarm. When the fire engines arrived the place was in flames, and it required two hours of hard work to subdue them. The entire stock of bicycles and tires was destroyed.

The Curtis Machine Company is a stock concern, of which I. M. Curtis is president and general manager, and W. E. Headly, secretary and treasurer. It is uncertain whether the firm will continue in business.

Will Make Motorcycle Outfits.

The Motorcycle Equipment and Supply Company has been organized in Buffalo, with C. L. Waters as manager. The concern purposes marketing the Mesco motorcycle outfit for application to the ordinary pedal propelled bicycle. The outfit includes a motor of 1 3/4 h. p., designed for either chain or belt transmission.

Hendee Gets Police Order.

After long consideration, the New York Police Department has finally and formally decided to make use of motor bicycles. The authorities have selected the Indian as the "official mount" and placed their order with the Hendee Mfg. Co.

Improvement in Handle Bars.

The Kelly handlebars for 1905 will be marked by forgings of greater strength than those previously employed. Improvement has also been found possible in several little details that will make the famous bar more desirable than ever.

Marsh Tacks on \$20.

The price of the Marsh motor bicycle has been increased to \$145. The advance is concurrent with the adoption of G & J detachable tires in place of the single tubes previously employed.

POPE PRICE REDUCTIONS

Chainless and Motor Bicycles Affected—Big Demand for Juvenile Models Reported.

While the prices of the Eastern line—Columbias, Clevelands, Tribunes and Crawfords—will remain unchanged, several changes have been made in the Pope Mfg. Co.'s Western 1905 lists; all are in the nature of reductions, and with the one exception apply to the bevel geared models.

Henceforth the standard Rambler, Crescent, Monarch and Imperial chainless will be priced \$60; with cushion frame, \$65; with cushion frame and two speed gear, \$80. This is a reduction of \$5 all around. The chain driven models of these brands will remain at \$50 and \$40.

The list on one chain model, that of the supplementary lines akin to the Ideal, have also been lowered \$5—from \$30 to \$25.

The motor bicycles of both the Eastern and Western departments have been uniformly reduced to \$210, which is \$15 less than the old figure.

D. E. Gould, the manager of the Western department, is in New York this week, and talks cheerfully. The holiday demand for juvenile bicycles, he states, has been remarkable. Indeed, he said that the call for them had been steadily increasing for more than a year, and he anticipates that they will form a considerable item in the total output.

Wanamaker's not an Exclusive Agency.

Although John Wanamaker has taken the Pierce agency for New York and Philadelphia, it appears that, so far as New York is concerned, it is not an exclusive agency. There are four other dealers in the city who will continue to sell Pierces, and F. A. Baker & Co., 20 Warren street, will, as heretofore, handle them at wholesale.

The Retail Record.

Westfield, Mass.—O. E. Herrick will retire from business.

Monroe, Mich.—Keegan & Keehan, dissolved; Frank T. Keehan continues.

Toledo, Ohio—Ray Samberg & Co., style changed to Toledo Sporting Goods Co.

WAS A FREE WHEEL SHOW

Absence of Fixed Gears Feature of English Exhibition—Novelty and New Models Confined to Motor Bicycles.

If there was one feature of the twenty-eighth Stanley show, held last month at Agricultural Hall, London, that stood out in bold relief, it was the complete dominance of the "free wheel." For years it has been acquiring a firmer grip on the British trade, and the culmination of the movement came last month, when but six fixed gear bicycles were placed on exhibition. This means, of course, that the "free wheel" has become the standard type of construction, just as, first, the safety and next the pneumatic tire conquered the high wheel, and the solid and cushion tires and became standard themselves. Henceforth the fixed gear will be regarded as a *rara avis*, and in no lengthy period it may be expected to disappear altogether.

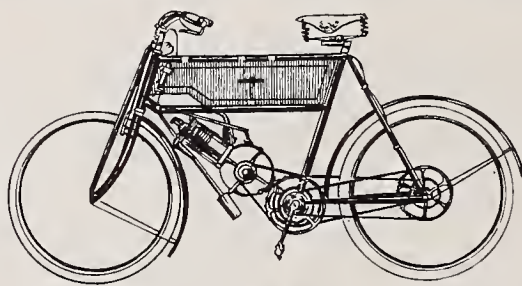
Although the show, which is the first since 1893 to be held without opposition from the rival National show, is generally admitted to have been a large, comprehensive and handsome one, it is the smallest Stanley show, with two exceptions, held since 1895. And while it received a number of accessions from the defunct National show, there were a number of prominent absentees. Among these were the Premier, Rudge-Whitworth and Swift, which concerns, with most of the other absentees, held private shows of their own. Nevertheless, the show was undoubtedly a highly satisfactory and successful one.

Next to the "free wheel" development, the most obtrusive and talked of features were the wholesale slashing of prices and the great increase in machines fitted with variable gears. The latter first made their appearance at the 1900 shows, and since then they have been duplicating the experience of the free wheel. The present show has witnessed the biggest increase in their use, there having been 128 machines out of a total of 1,084 bicycles fitted with some form of variable gear. There were both two and three speed gears, and machines of this class formed one of the chief topics of conversation. There appears to be a strong public demand for variable gears, which not even the extra price asked for them avails to check.

That the trade was practically a unit in believing that the 8 guinea machine was certain to become standard for the 1905 season was made clear by the almost universal staging of a model at that figure. The Rudge-Whitworth bombshell almost created a panic at the very beginning of the show. For a while it looked as if chaos would prevail, but after awhile the smoke cleared away and it became possible to see how matters stood. It then became evident that ten other machines had followed the Rudge-Whitworth lead and cut under 8 guineas, eleven in all, while twenty-two, or just double the number, had remained firm and stuck to the higher prices.

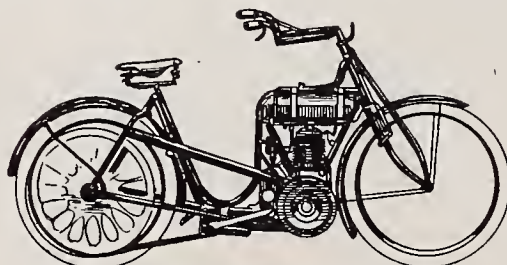
The break in prices seems destined to have the effect of accentuating still more strongly the difference in the equipment and fittings of the various grades of machines. The groundwork, as it may be termed, of machines is becoming more nearly uniform, and, conversely, the remaining parts differ more markedly. As an illustration, one concern charges £2 (\$10) additional for a machine when it is fitted with extra light equipment. Similar variations are found all along the line. The cheapest models—those under £7—are usually fixed geared machines, stripped of all accessories not actually needed in riding.

Complaint was made on many sides that ingenuity was no longer manifested, and that



HUMBER 71-POUNDS MOTOR BICYCLE.

as a result cycle design and construction, as evidenced at the show, was void of novelty. Not only were "freaks" absent, but special features as well, the machines bearing a closer approach to uniformity than ever before. The variable gear is almost the single exception, and upon its improvement an immense amount of time and money is being spent. Cross frames, which a few years ago



ROC-LADIES' MOTOR BICYCLE.

gave promise of finding a place in standard construction, are plainly moribund; they do not begin to hold their own, and have decreased in numbers during each of the last three years. Springs came in for a moderate amount of attention. There were springs for frames and forks, spring wheels and spring hubs.

One of the few real novelties was an air spring, the invention of Professor Sharp, the well known mechanical expert. He adopts the plan of employing a cylinder of compressed air in which a plunger works. One cylinder is placed in the back stay of the bicycle and the other on a fork parallel with the front forks. These contrivances give a very great resilience, and can be inflated to withstand great pressure. Professor Sharp seems to have succeeded in getting over the great stumbling block of previous experimenters in this line, viz., making a simple and reliable airtight joint in the cylinder. This is done in an ingenious manner by

means of a rubber mitten or sleeve. This mitten is capable of a rolling motion, and when the piston or plunger moves up and down with the vibration from the rod, the mitten has a corresponding motion, now rolling on to the cylinder and then rolling on to the plunger. All the time it maintains an air tight joint, and from tests made it is claimed to be most durable.

It was only in motor bicycles that any distinctly new models or any constructional changes of moment were to be found. Of the new models, the 71-pounds $1\frac{1}{4}$ horsepower Humber was perhaps the most notable. It was displayed suspended from a scale that all might see that its weight or lack of weight was real and not merely a catalogue creation.

The machine followed the lines of the 2 horsepower and 3 horsepower Humber, the former scaling 98 pounds. The engine dimensions are 65 by 76 millimetres. It employs chain transmission and a spray carburetter, of course. Dunlop $1\frac{1}{4}$ -inch tires, mud guards, two rim brakes, a spring saddle and trembler coil are included in the weight. A J. A. B. belt driven machine of $2\frac{1}{2}$ horsepower and weighing but 84 pounds also was exhibited. A $2\frac{1}{2}$ horsepower Rover—belt driven—weighing 100 pounds, and a 3 horsepower Singer of 130 pounds were among the comparative light weights—the latter being a reduction of 40 pounds. The lightest motor bicycle exhibited, however, was of French manufacture, and weighed but 55 pounds. Its teacup motor was rated at but 1 horsepower, however, and was plainly designed to be merely auxiliary to the pedals.

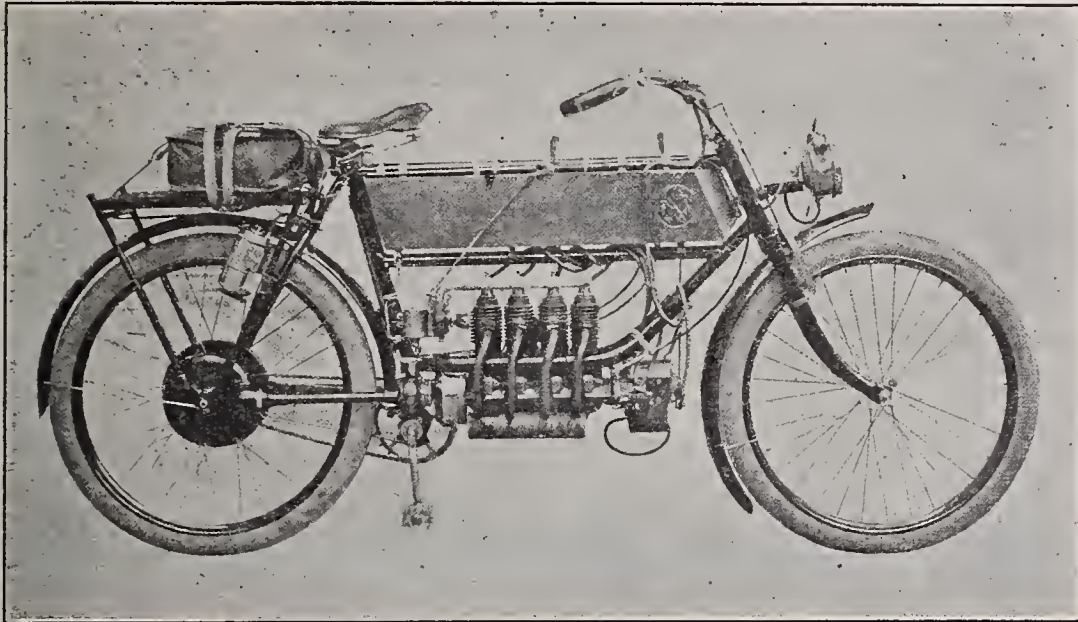
In all 247 motor bicycles, 15 motor tricycles and 44 tricars were staged. The "tricar" is a peculiarly English institution. While for two passengers Americans incline to motor bicycles fitted with so-called tandem attachments, the Britons, possibly because of better roads, lean heavily toward "tricars," which suggest motor bicycles equipped with fore carriages. Some of them are amazing creations, with water cooled engines big enough to drive a truck. Some have pedals; others have none. Some are steered by handle bars; others by wheel. The "tricar" is really a compromise between a runabout and a tandem tricycle, and not a very good compromise, either.

While in this country grip control has become almost universal, the British motorcycles are still marked by from three to six little operating levers that stick up like so many horns from various parts of the frame or that are curved under the grips. Chain transmission is gaining ground, the Quadrant having been "won over" and several others being half won—that is to say, they supply either belt or chain drive.

Trembler coils appear to be in almost general use, and mechanical valves to be finding increased favor, although the Werner has returned to the automatic inlet—inlet valve control being now one of the Werner features. By an ingenious arrangement the inlet opens instead of the exhaust, the throttle being closed simultaneously to avoid back firing.

The main shafts of several of the motors shown were fitted with ball bearings. Magneto ignition has made no substantial progress; the same is true of two speed gears. Spring forks are slightly more noticeable, and one machine, the Raleigh, has a spring handle bar—an ugly one.

Three ladies' motor bicycles were exhibited, one of them, The Roc, which is here illustrated, being an excellent example of a make-shift.



"F. N." 4-CYLINDER 3-HP MOTOR BICYCLES.

The "F. N." shaft driven four cylinder bicycle was in evidence; also a number of two cylinder machines. One of the latter, the Barry, made by a little known concern, incorporated the only departures from accepted practices. Each cylinder is 2-inch bore by 2-inch stroke. The crank shaft is fitted to the framework, running from ball head to bottom bracket. One side of the crank shaft is drilled through to permit the gas to enter the compression chamber; two of the round boxes fitted are the cylinders, the third is the compression chamber and the fourth is the exhaust box common to the two cylinders. Each piston has the connecting rod attached to its own crank pin; the pistons have opposing action, and before the gas enters come together and compress air into the compression chamber; then, going apart, the gas is sucked through a nonreturn valve into the compression chamber. Upon the return of the pistons, the gas, by the double action of the two pistons, is forced through the inlet valve of one cylinder, then compressed and fired. The firing stroke causes the whole mechanism to move around the fixed crank shaft, and the action is repeated in the second cylinder. The engine is practically a four cycle, double cylinder, which is its own flywheel and its own fan, the revolution of the engine causing a natural draught, and even at the lowest speed it must keep cool. The ignition is the usual high tension, the contact being taken through the frame by brushes from the main engine. Lubrication is not by splash; the crank shaft, webs and pins are drilled through, and the oil is fed in from the usual tank drop by drop; the excess

oil from the bearings drops through small holes in the crank pins on to the cylinder walls, and the makers claim that effective lubrication is thus effected.

Weaver Spilled by an Automobile.

Charles E. Weaver, the sales manager of the Kelly Handle Bar Company, has learned that automobiles are subject to tricks of which bicycles never "dreamed." One day last week he accepted a friend's invitation

to witness the hill climbing prowess of the latter's car. The steepest hill in Cleveland was selected for the purpose, but when near the top the car balked and began to roll backward down the grade. Otis Cook, of the B. F. Goodrich Company, who, with Weaver, was one of the passengers, jumped and saved himself, but Weaver was pinned under the automobile when it struck an embankment and overturned. Miraculously, however, he escaped with slight injury.

Leng Leaves Reade Street.

Owing to their inability to renew the lease of their present quarters at No. 93 Reade street, John S. Leng's Son & Co., the well known New York jobbers, will move to No. 33 Murray street. The new store is at the northwest corner of Church street, and has entrances on both Murray and Church streets. There will be enough room at the new location so that the steel tubing business can be conducted there, it being run at No. 4 Fletcher street at present, where the firm has been in business for forty-two years. They hope to be in the new store before New Year's.

German Makers Earn Good Profits.

It is being made increasingly plain that the German cycle trade has experienced a very good year. The steady growth of exports has had much to do with this, but the decline of imports and a good riding season have also been factors in the matter.

One result of this renewed prosperity is the paying of higher dividends. The Corona Fahrradwerke and Metallindustrie of Brandenburg will, after writing off large amounts

and carrying over a good sum, pay a dividend of 14 per cent., instead of 11 per cent. paid last year. Weyersberg, Kirschbaum & Co., of Solingen, have increased their turnover by 27 per cent., and the trading results have risen from a loss of \$18,700 for last year to a net profit of \$10,700. The Herkules Werke, of Nuremberg, show a net profit of \$41,700, which enables the payment of a 9 per cent. dividend, whereas the firm paid 7 per cent. last year, and in former years the profits had gone to an even lower level.

Concerning German Trade Marks.

The German Patent Office calls attention to the expiry on October 1 last of the first decade since the Trade Marks Protection Act of 1894 came into force, and it may be useful to give the regulations to be observed on the renewal of registration, which is necessary after a lapse of ten years. (1) For renewal a signed declaration of the trade mark owner whose name stands on the roll, or his proxy, that the registration of trade mark No. so and so (here give the registered number) is renewed, together with a fee of ten marks, is sufficient. Notification that renewal has been officially effected is sent to the owner or proxy. (2) Protection begins from the date when the trade mark is notified at the Imperial Office. Renewal can take place at any time within the ten years' term of protection, but the new term commences from that time. (3) Should re-registration not be notified within the ten years, the registered owner is informed by the Patent Office that protection will be withdrawn unless he renews within a month and at the same time pays double fees. (4) The foregoing intimation goes only to the person whose name stands on the Patent Office's books; hence those who take over trade marks should take care that the office is apprised of the transfer in due course.

Passing of an Old Chain Maker.

At Bay Shore, L. I., last week, died, at the age of 71 years, George W. Cilley, who at one time was a manufacturer of the Cilley bicycle chain. He was the inventor of an automatic drill for making bicycle chains, and later organized the Cilley Chain Company, of Norwich, Conn., for which Oliver, Straus & Co., of this city, were agents. The concern went out of business some years ago. Mr. Cilley was at one time well off, but he met with reverses which swept almost all his fortune away.

Triumph Institutes an "Innovation."

An innovation in British trade circles has been inaugurated by the Triumph Co., one of the big English companies with a branch factory in Germany. It consists in making a slight additional charge for ladies' machines. This extra cost is 5 shillings—\$1.25—and is set against the extra cost of construction and of dress and mud guards.

The practice has long been followed in this country.

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May 24, 1904.

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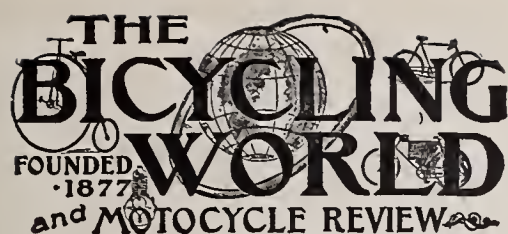
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NEW YORK, DECEMBER 10, 1904.

Selection of Traveling Men.

In selecting travelling men there is not, as a rule, any very wide range of choice. Capable men are not always obtainable, and makers sometimes have to make the best disposition possible with rather undesirable material. Nor is there any certainty about it; the least promising men sometimes produce the best results, and vice versa.

There is one class of travellers that the wide awake maker has learned to leave alone. That is the man who has memory but no enthusiasm, who recollects the glitter and glory of the business and drunk deep of the champagne and other heady waters that then flowed ad lib. and now has only a bitter taste left in his mouth; who brings to the task of selling bicycles experience and knowledge, but absolutely no faith. Such men there are in plenty. Sometimes they are "hard up" and ready to turn to anything to replenish their pocketbooks; at others they have employed their talents in other directions—automobiles for preference—and look

back with astonishment and distaste to the days of their wholesouled enthusiasm. In either case beware of them! They will either damn the bicycle they profess to sell with the faintest of faint praise, or they will kill sales by slurring, indifferent remarks. One would expect the needy man, at least, to throw himself heartily into the task of selling goods. If he did, he would not be in this class.

A manufacturer remarked to us not long ago that he was looking for a good traveller, and so far vainly. The name of one of his old men was suggested, but he shook his head decidedly. "No, he will not do," he said. "He knows how to sell bicycles, but he no longer has any faith in them, and he would hurt my business if I sent him out on the road. Anybody is better than he."

Select for your traveller either a man who knows bicycles and rides and believes in them, or one who never rode one and could not if he tried. The latter will do less harm than the ex-enthusiast, who deals the machine that gave him the greatest pleasure of his life a kick or a cuff whenever he gets the chance. He is the man to steer clear of.

Influence of the Six-Day Race.

It looks as if the six-day race had become an uncommonly deep rooted institution. Each succeeding year adds to the general wonder at its marvellous drawing powers. To attempt a definition of the cause is unsatisfactory, if not impossible.

It is more or less solemnly avowed that the chief cause of the packed houses is the "hunger" of the New York public for "action"; but, even if this be the case, it is to be said that the public must have such food placed well within its grasp, as in the instance of the six-day race. Every effort to attract crowds to the outlying tracks has met with discouraging defeat. The people simply will not travel far to see even more action and snappier, such as is offered by the sprint races. Indeed, men who would scarcely cross the street to see contests of this sort and whose interest in cycling is at the lowest possible ebb, each year make a pilgrimage to the long grind at Madison Square Garden, and there remain rooted, despite a Babel of noise and an atmosphere which literally reeks with aged tobacco smoke and other not agreeable odors.

Night after night finds men in their old places, hanging over the rails with their eyes glued on the spectacle of a handful of men plodding wearily around the small track.

They remain rivetted to their seats for hours, many of them, in fact, make a night of it. They scarcely know why. It may be that they hope against hope that the mighty effort to "steal a lap," which invariably throws the crowd into a frenzy, will be made each succeeding moment. It presents a curious side of human nature—one that is hard to explain and equally hard to understand.

The simple fact remains, however, that the six-day race is a magnet that attracts, as no other athletic event attracts. In previous years, when the "yellow" press dreamed opium "dreams" and ran to gross exaggerations in red headlines, and when the playful prank of a rider was contorted into evidence of insanity or brutality, it was held that the crowds came in order that they might witness these pranks of crazy men, or to see them drop writhing and unconscious from their wheels. This year the saffron journals have been strangely lacking in this regard. The old stories of brutality and insanity have been conspicuous by their absence, and yet the crowd has flocked to Madison Square Garden in ever increasing numbers. Not even when Walthour, the public idol, and reckoned a magnet of unusual power, quit the race in a temper, was the attendance affected. The crowds still came, and are still coming.

Such evidence compels that the attractiveness of the six-day race be set down to "fascination"—to that indefinable desire which led the prattling child to insistently demand to see "the wheels go round;" but whatever the cause, the fact remains that the six-day race has become an institution in which not only New York but the whole country, and in lesser degree, a large part of the world takes an absorbing interest. It is the one cycling affair that has withstood the ravages of time, and booms and slumps, fancies and fads and the general fickleness of mankind that has dealt so unreasonably and unkindly with the bicycle. It is the one event that now fills the public prints with pictures of cyclists and columns of description.

Inappreciation of a Good Thing

How far apart the British and American rider has drifted is revealed in graphic fashion by a note in another column. It calls attention to the fact that out of nearly eleven hundred bicycles exhibited at the Stanley show only six had fixed gears.

In many other ways the riders of the two countries are at variance. We eschew guards, chain coverings, brakes, head locks and the

dozen or more "fitments" that our British cousins consider an indispensable adjunct to riding; also, we are content to dispense entirely with brakes—which is the usual way—or to take them in the form of an appendage to a coaster device, while the insular rider would deem his life in danger if he did not have one brake, and nearly always insists on having two—one hand and one foot applied, with which he has absolute control over his machine.

But these are details. In all essentials of construction English and American machines have been identical until the coming of the free wheel. It has made the first important divergence. Here the fixed gear is still standard and used by a very large majority of riders. They either believe in its superiority or they are ignorant of the merits and advantages of the coaster brake, to give it its American name. There was a time when it was reasonable to believe that the coaster brake would continue to make rapid progress and in no very great while become standard. That time, however, has gone by. It is no longer reasonable to expect it. Judging by present appearances, it will take more than intrinsic worth, such as the coaster brake possesses, to put it in the position it occupies in Great Britain.

There are some sanguine people who think that sheer merit should enable the coaster brake to win a complete victory. They cite the pneumatic tire as an example. What it did the coaster brake should do. They fail to take into account the changed conditions now and in 1892, as well as the differences between the two devices. Then riders were full of enthusiasm and eager to try anything new; now they are indifferent, averse to investigating and chary of incurring extra expense. The air tire made instantaneous converts, and it soon became an axiom that no one who tried one ever willingly returned to the solid or cushion type. The coaster brake, on the other hand, requires to be used some little while before it pleases. The average rider does not like it at first, and unless he perseveres he will obtain a false impression of it.

It may be asked where the remedy lies. Is one of the best devices ever placed on a bicycle to fail of wide popularity through indifference and too short acquaintance? The answer depends on cycle makers and riders. Until the former make a real push on coaster brakes, and the latter evince more interest in it, there will be no following in the footsteps of the Briton, and the coaster brake will con-

tinue to receive a fair amount of favor and give unalloyed pleasure to the fortunate ones who know it, but will remain a closed book to the larger number who know it not.

Which would be a pity. The coaster brake was invented and first used in this country. We gave it to the Briton, and he has made better use of it than we have, as well as modified it to suit his wishes. He knew a good thing when he saw it.

There is a widespread belief that ice and frozen snow are bad for tires, the sharp edges cutting them, nipping the tubes, etc. Actual experience does not bear this out, however. It is our recollection, and we think it will be confirmed by most riders that very few mishaps occur under such conditions. It is contended by some careful observers that tires are less susceptible to injury in cold than in warm weather, and the facts seem to bear them out. Of course, it is to be said that the bulk of the riding is done in warm weather, and that tires should give most trouble them. Nevertheless, we have yet to hear of any unusual number of mishaps during the winter, and we have ridden over jagged bits of ice in fear and trembling, only to find that nothing happened.

Walthour has learned the sad and bitter but chastening lesson that while it requires a long, toilsome effort to reach the top, the descent is swift and easy. And as the Irishman said, "It is not the fall that hurts; it's the stopping so quick." Walthour's empty frothings, which reflected on his own honesty, were calculated to fairly knock the props from under the sport, and he merits no sympathy. It is to be hoped that despite his contriteness—which, from his remark to a Bicycling World representative does not appear altogether real, or at any rate thorough—the N. C. A. will display sufficient strength of backbone to sustain the admirable resolution of the referee and cause Walthour to remain seated on the mourners' bench for a period befitting his offense. Suspension merely for the winter months would be farcical.

Years ago the policy or impolicy of admitting the riding public to repair shops was hotly debated. The weight of opinion seemed to be against it, but the practice itself was pretty generally followed, notwithstanding this belief in its inexpediency. To-day it is no longer a particularly burning issue, for the number of riders who haunt repair shops is very small.

Rogers on Motorcycle Weights.

Editor The Bicycling World:

Regarding the pros and cons of motorcycle weight, as being discussed in your columns, allow me to say a few words in favor of the lightweight motor.

As a rider for the last three years and with an experience covering nearly all American machines, I consider all motor bicycles of over 2-horsepower abnormal, for it is a well known fact that if your transmission is of the kind that utilizes the full horsepower of the motor, a well built 2-horsepower machine is sufficient to carry a load of 200 pounds up any ordinary hill, on the level giving all the speed required.

In case of trouble on the road (and who has escaped it?) will the average rider be willing to disconnect the transmission from motor and pedal home, or does he prefer to leave the heavyweight at the roadside and go after some conveyance to get it back where it can be repaired? We assure you that we are in a position to know that it is no pleasure to pedal a heavyweight geared below 60.

In a frantic endeavor to "scalp the records" some makers are going so far in horsepower that it would not be surprising if a "stock machine" appeared on the track next season that would rival Oldfield's Green Dragon in horsepower.

No, let the automobiles increase in horsepower all they want to, but let us keep the weight and power of motorcycles down to the limit, and carry no more metal that is needed for the work.

GEO. N. ROGERS.

Buffalo, N. Y.

Fenn to Go Abroad.

W. S. Fenn, of Waterbury, Conn., intends to try his speed against the sprinters of Europe this year, and will sail for France on February 15. He has a very favorable contract with the Reese Brothers, who took Walter Bardgett to Paris last Spring. The Reeses are Americans who have lived in Paris for some time. They speak French fluently and are thoroughly in touch with the racing situation in Europe.

Under their management Fenn should do very well in Europe. He is one of the best, if not the best, handicap rider in the world. He has to his credit the world's five-mile record of 10:15, made from scratch in a five-mile handicap at Vailsburg on August 25, 1901. He did not do very well last year, and in 1902 made an ill advised sortie into the motor paced following field. This year, however, he has attended strictly to business as the mate of Frank L. Kramer on the Pierce team.

Taylor May Race Again.

There is a strong probability that "Major" Taylor will swing around the European racing circuit next summer after all. He is to meet M. Coquelle to-morrow, Sunday, and if terms are agreed on he will form one of the string that Coquelle and Breyer are getting together. Walthour had been signed by the Paris managers, but his action this week has made him undesirable, even if the N. C. A. should permit him to ride.

Most Sensational of Six-Day Races.

Robert Walthour knows how it feels to be a skyrocket. The occurrences and experiences that gave him that queer feeling constituted the sensation of the six-day race.

When the contest started, Walthour, full of honors and covered with glory, soared in

SCORE AT 9 A. M., SATURDAY.

| Teams. | M. | L. |
|-----------------------------|------|----|
| Root and Dorlon | 2171 | 5 |
| Vanderstuyft and Stol..... | 2171 | 5 |
| Samuelson and Williams..... | 2171 | 4 |
| Breton and Gougoltz..... | 2171 | 2 |
| Krebs and Fogler..... | 2158 | 2 |
| Keegan and Logan..... | 2171 | 2 |
| Turville and Mettling..... | 2170 | 9 |

The record is 2,477 miles 3 laps.

Barring accidents the race looks a "sure thing" for the Root-Dorlon team. Early this morning, after a fierce sprint, the Downing-Limberg team "cracked" and retired.

team made a really determined effort to gain a lap. Good as they are, they had to work for it. Dorlon broke away and gained the first half of the lap, despite the frantic struggles of the others. He was then relieved by Root, who took up the running, and, amid uproarious excitement, gained the coveted ground that placed his team one-tenth of a mile to the good. It was a furiously exciting struggle while it lasted. To employ the language of the sporting world, it "pulled the corks" of all those who attempted to defeat the Root-Dorlon manœuvre. Walthour was of the number. With the others he was plainly baked. When the excitement had subsided the Atlanta man was listlessly and wearily leading the bunch. He seemed in a doze, and failed to notice Stol when that little Dutchman, who, with Vanderstuyft, had been doing uncommonly consistent work, dropped in ahead of him and almost sneaked away. When Walthour awoke from his nap Stol was far ahead.

Then began a stirring chase to overtake him, but little Stol was quite fresh, and he completed the circuit of the track which placed him on the level with Root and Dorlon. Pandemonium reigned when he accomplished his object. During the hour twenty-four miles had been ridden, and, whether from weakness or excitement, or whatever the cause, it seemed that the riders and their trainers fairly lost their heads. At one time there were by actual count, twenty-seven men on the track, and they slipped and slid and ran into each other until every lap was marked by a spill or collision of some sort. The scorers and every one else were confused. It was not, however, until the score, which is posted at the end of each hour, was hung up that the full significance of what had happened dawned on Walthour and his immediate following. When the figures denoting that they had been lapped by the foreign team met their gaze Walthour simply lost his head. He flew into a tremendous passion, and vowed that he would not continue the race unless the lap was restored to him. In his demands he was seconded wordfully and hotly by Moran. Despite the storm of angry words and threats Referee Al Reeves, who was on duty at the

time, remained firm, and absolutely refused to be browbeaten or to alter his decision, whereat Walthour made good his threat and abandoned the race. He was followed by his partner, Munroe, of course, and by the following teams: Moran-Butler, Bedell brothers, MacLean-Bowler and Maya-Newkirk.



EDW. F. ROOT.

public esteem high above his fellows. It was he who earned the "Ahs" of press and public. He had attained a dizzy height when, figuratively speaking, and like a skyrocket, he sputtered, spouted and burst. Then his stick fell rapidly to earth, and the adorable Walthour, as the world had known him, had ceased to be. In his upward flight and in his descent he had been accompanied by a shower of lesser rockets and pin-wheels, and their sputterings and the fallings of their sticks made a mighty noise; but when it was all over it was another Walthour that remained, a much diminished one, with honors and glory hanging limp and distressed.

It all happened early Wednesday morning—about 3 a. m., to be exact. To men whose business it is to follow the race it early had become apparent that Walthour, among others, would have his work cut out for him. Root and Dorlon, the two youngsters in the race, had made plain that they were not to be denied. In all sprints they were foremost, and the ease with which Root in particular took the measure of Walthour and the other seasoned veterans was a matter of remark. He seemed to be able to run away at will. It was not, however, until about 2 o'clock Wednesday morning that the Root-Dorlon



OLIVER DORLON.

Their angry protestations continuing, the men and their trainers were finally ordered out of the Garden. They went, but with every hour Walthour's passion increased. He babbled like a crazy man, and sputtered charges and threats whenever he could obtain a listener. He vowed that he would attach the box receipts; that the race was not on the square; that last year's contest—which he won—was a fake; that he had been paid to participate; that he would organize an independent racing men's association—in fact, he called on every one and everything in the heavens above and on the earth below to witness the terrible things he would do.

He was promptly suspended by the National Cycling Association, and when news of the fact reached him he broke out afresh, and in his delirium sought to drown his feelings.

When a Bicycling World man approached him on Wednesday night he was still erupting violently, but was in no condition to attach value to his utterances. He had acted so like a wild man that he found no sympathy with either the press or the public. They both lambasted him without mercy. When he awoke on Thursday, however, he discovered what everybody else had previously dis-

THE SCORE UP TO MIDNIGHT OF THE FIFTH DAY—FRIDAY.

| Teams. | 12 hours m. l. | 24 hours m. l. | 36 hours m. l. | 48 hours m. l. | 60 hours m. l. | 72 hours m. l. | 84 hours. m. l. | 96 hours. m. l. | 108 hours. m. l. | 120 hours m. l. |
|-------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|---------------------|--------------------|
| Root-Dorlon | 258.8 | 480.8 | 687.4 | 883.3 | 1087.8 | 1272.2 | 1454.8 | 1637.7 | 1835.1 | 2029.5 |
| Vanderstuyft-Stol | 258.8 | 480.8 | 687.4 | 883.3 | 1087.8 | 1272.2 | 1454.8 | 1637.7 | 1835.1 | 2029.5 |
| Samuelson-Williams .. | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.6 | 1835.0 | 2029.4 |
| Breton-Gougoltz' | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.6 | 1835.0 | 2029.3 |
| Turville-Mettling | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.5 | 1834.9 | 2029.1 |
| Keegan-Logan | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.5 | 1834.9 | 2029.3 |
| Krebs-Fogler | 258.7 | 480.7 | 687.3 | 883.2 | 1087.6 | 1272.0 | 1454.6 | 1637.5 | 1834.9 | 2029.3 |
| Palmer-Agraz | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.4 | 1834.8 | 2021.6 |
| Downing-Limberg | 258.7 | 480.7 | 687.3 | 883.2 | 1087.6 | 1272.0 | 1454.6 | 1637.4 | 1834.8 | 2018.7 |
| Dussot-Mazan | 258.8 | 480.8 | 687.4 | 883.3 | 1087.7 | 1272.1 | 1454.7 | 1637.4 | 1834.8 | 2029.1 |
| Rockowitz-Sulkins | 258.7 | 480.7 | 687.3 | 883.2 | 1087.6 | 1272.0 | 1449.6 | 1595.6 | ..... | ..... |
| Caldwell-Hopper | 258.7 | 480.7 | 687.3 | 883.2 | 1087.6 | 1272.0 | ..... | ..... | ..... | ..... |
| MacLean-Bower | 258.8 | 480.8 | 687.4 | 883.3 | 1087.6 | 1272.0 | ..... | ..... | ..... | ..... |
| Maya-Newkirk | 258.8 | 480.8 | 687.4 | 883.3 | 1087.6 | 1272.0 | ..... | ..... | ..... | ..... |
| J. Bedell-M. Bedell.... | 258.8 | 480.8 | 687.4 | 883.3 | ..... | ..... | ..... | ..... | ..... | ..... |
| Butler-Moran | 258.8 | 480.8 | 687.4 | 883.3 | ..... | ..... | ..... | ..... | ..... | ..... |
| Walthour-Munroe | 258.8 | 480.8 | 687.4 | 883.3 | ..... | ..... | ..... | ..... | ..... | ..... |
| *King-Rossini ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

*Rode nine hours.

covered—that he had made a fool of himself. The roaring lion of the day before became a bleating lamb. He was all humility, took back all that he had said, apologized to anybody and everybody, and sought in every way possible to redeem himself. He apparently had no idea of half the things he had said, and denied many of them. His excuse for his unwarranted action was that he had been ridden blind and crazy in the furious hour of sprinting, and that he did not know what he was doing. When a *Bicycling World* man approached him on Thursday night, however, and put to him an inquiry concerning the possibility of an independent racing men's association, which he had threatened to organize, the dethroned idol had partly returned to his sulks and still breathed warm air.

"It all depends on what the N. C. A. does about my suspension," was his response.

There are hints that a firm of amusement promoters in New-York are ready to undertake the promotion of a six-day race and to cater to the malcontents. However this may be, it is certain that Walthour is in no enviable position, and it will be difficult indeed for him to regain the high estate from which he has fallen.

His suspension by the N. C. A. means, of course, that his contracts to race abroad next season are nullified, and that he is landed high and dry unless he is able to beg off and obtain forgiveness.

The six-day race itself was inaugurated one minute after the midnight clock had sounded the close of Sunday and the beginning of Monday. The same packed and howling crowd, the same little Coney Island within the inclosure, the same pall of tobacco smoke were there, as usual. Instead of a noted pugilist or jockey, however, a United States Congressman fired the pistol which started the eighteen teams on their way. This Congressman, "Tim" Sullivan, is one of the East Side powers of Tammany Hall, and is generally rated a solicitous patron of professional sports that pay large profits and a

shrewd and discriminating indorser of the official permits permitting such affairs.

FIRST DAY—MONDAY.

Mileage, 480 miles, 8 laps.

Record, 510 miles, 1 lap.

Four teams lost one lap and one other was "snuffed out" in the first twenty-four hours of the race. There were many falls, in one of which Keegan had his nose broken; but the Lowell Irishman kept on riding after his face had been plastered up. The team to drop out was the King-Rossini pair. King was a partner of Samuelson several years ago when the pair aroused much interest owing to the fact that they had beaten their



ROBERT WALTHOUR,
The Fallen Idol.

way from Salt Lake City to New York in order to enter the race. This year Samuelson had been paired off with Saxon Williams, formerly of New Haven, while King had no previous understanding with the management of the contest.

He was anxious to compete, however, and rode his bicycle all the way from Salt Lake City to within 150 miles of New York, when the snowstorms compelled him to resort to a railroad train. He was able to start in the race owing to the withdrawal of Paul Rizzi, the Italian, who was to have ridden with Rossini. King's long ride had made him muscle-bound, and he could not stay with the others when they began sprinting. The team lost a lap after riding two hours while King was relieving Rossini. They lost a lap almost every time there was a sprint, and King was forced to do most of the riding. They announced their retirement after the 9 o'clock score was posted in the morning.

Keegan's mishap occurred just before 7 o'clock in the morning. Root had started a sprint, and Agraz slipped at the top of the Fourth avenue bank of the track, and Keegan rode over him. Rockowitz ran into Keegan and his pedal struck Keegan in the face, breaking his nose and cutting a gash over one eye. His wounds were bandaged up, and after a short rest he went out and rode for a while. The field gained a lap on Limberg about 8:30 in the morning. Limberg is from San Jose, Cal., and came East as an amateur this summer, but joined the professional ranks in the fall. He took the place of Burton Downing as the team mate of the latter's brother, Hardy Downing, the younger Downing declining to start at the last minute. After Limberg was lapped Munroe fell, and Newkirk and Breton fell over him. A loose tire had caused Munroe's fall. Krebs, Caldwell and Sulkins had been at the end of the line when the fall occurred, and in the sprint that ensued they also lost a lap. Caldwell paced for a while, but could not catch the bunch by himself, and the other two refused to help him. Limberg was in

great danger of losing a second lap, but Downing relieved him, and gained back the lost distance that threatened to put his team two laps behind.

Breton and Mazan made an effort at lap stealing at 6:30 at night, but had to give it up after two miles of furious sprinting. The pair are brothers, despite the dissimilarity in their names. The name of Petit-Breton (Little Briton) was given to Breton early in his racing career by his fellow riders, and he has adopted it, dropping his family name of Mazan. Samuelson, holder of most of the world's unpaced records, made an attempt to gain a lap at 9:30 P. M., but Root overhauled him in less than a mile, though his jump put him fifty yards in the lead. Dorlon then relieved Root, and the little Coney Islander started a sprint on his own account. Agraz caught his rear wheel as he sprinted, and the pair had a lead of forty yards for a time, but were finally overhauled. During the excitement one of Krebs's tires burst, and when he fell Newkirk and Sulkins fell over him.

Walthour and Newkirk led a sprint a few minutes after 11 P. M., and when the pair were at the top of the Fourth avenue bank Newkirk ran into Walthour and they slid to the floor. Walthour's left arm and leg were bruised, and Newkirk had a lot of skin scraped off. The pace was not nearly as fast as it has been in former races. The distance covered in the first hour was 24 miles, 3 laps and 75 yards, while the record is 25 miles, 2 laps, made by Gougoltz and Kaser in 1902.

SECOND DAY—TUESDAY.

Mileage, 883 miles, 3 laps.

Record, 966 miles, 3 laps.

The second day of the race was perhaps the most uneventful Tuesday since team racing was inaugurated. Most of the men seemed content to jog along at a slow pace and save their strength for the sprints that are inevitable during the last few days of the contest. Several of the teams could undoubtedly go out and gain a lap on the others, but the trainers seemed to feel that such a course would not be wise so early in the race, owing to the nervous strain which keeping the advantage would entail. Though Tuesday has frequently been named as the worst day for the contestants the slow pace at which they have travelled has served to keep them in fairly good condition. At the end of the second twenty-four hours the slow rate of speed had left the score just 83 miles behind the record, which was made by Elkes and McFarland in 1900.

The most exciting sprint was in the early morning, when Munroe lost a great deal of ground, and would certainly have been lapped had not Walthour relieved him. The latter was fresh, and caught the leaders after a hard sprint. Root, who seems to be the best conditioned one of the lot, started the sprinting with Turville. Williams and Hopper collided during the morning, and Williams was knocked into unconsciousness

by the fall. He laid on the floor where he landed and his trainers had to carry him to his quarters. The track physician went to attend him, but his services were not needed. When Williams and Hopper fell Krebs and Munroe ran over them, but were not injured.

Nearly all of the riders discarded the regular racing costume and rode in full length tights and long sleeved jerseys. Some of them wore skull caps and most of them put on automobile goggles to save their eyes. The building seemed to be filled with tobacco smoke, and unless some protection for the eyes was worn the eyeballs smarted badly



ARTHUR VANDERSTUYFT.

after a few minutes' riding. Munroe brought out a big horn and rode around tooting it for half an hour with a most satisfied smile on his face. The crowd was very big, and many of the spectators came early and stayed late.

THIRD DAY—WEDNESDAY.

Mileage, 1,272 miles, 2 laps.

Record, 1,416 miles, 8 laps.

To-day was the day of Walthour's outbreak and the quitting of five teams—Walthour-Munroe, Moran-Butler, Maya-Newkirk, MacLean-Bowler and the Bedell brothers. If, in his frenzy, Walthour's head was so large as to assume that his absence and the absence of the other quitters would affect the box office, it must have suffered painful contraction. On the contrary, the rumpus served to swell the attendance, and Walthour was scarcely missed. In fact, men who have been at every six-day race since the team idea was adopted said that the crowd was the greatest that had ever been present on a Wednesday night in the history of the contest. Walthour's place as the popular idol was taken by Root, though, of course, little Stol was the hero in the eyes of the specta-

tors, who hope for the victory of one of the foreign teams.

When quiet had been restored after the quitters had been forced to leave the building, there were still twelve teams left in the race. Of these, Root-Dorlon and Vanderstuyft-Stol were tied for first place—one lap ahead of Breton-Gougoltz, Samuelson-Williams, Dussot-Mazan, Keegan-Logan, Turville-Mettling and Palmer-Agraz. The other four teams, Krebs-Fogler, Downing-Limberg, Caldwell-Hopper and Rockowitz-Sulkins, were two laps behind the two leading pairs. One peculiar thing about the strike was the case of Maya and Newkirk. Newkirk fell just before Root caught the bunch and was relieved by Maya. The latter had to give up in the sprint that Walthour, Moran, John Bedell and Dorlon engaged in shortly after Stol gained his lap. The pair sat at the trackside, ridden out, and were much surprised when the scoreboard showed them on even terms with the second division teams at the end of the hour. They were too tired to keep on riding, so they "walked out" with the other quitters. Many of the trainers said that Menus Bedell, Munroe, MacLean and Nat Butler were about done for any way and were as glad of an opportunity of quitting as were Maya and Newkirk. The score continued to fall behind the record.

FOURTH DAY—THURSDAY.

Mileage, 1,637 miles, 7 laps.

Record, 1,865 miles, 2 laps.

Big, rawboned Harry E. Caldwell, "Bones" to the followers of motor paced racing and famous for many years as the "Manchester Giant," had enough of six-day racing to-day and retired from the contest. If the gossip at the trackside is to be believed, a mixture of a quart of ice cream and a bottle of ale finished off the man who was the first American to ride fifty miles in an hour behind motor pace. His partner, Norman C. Hopper, of Minneapolis, who won the great Sydney Thousand handicap when it was first run in Australia in 1902, was bitterly disappointed when he was forced to withdraw.

Hopper was on the track for eight hours, and then began a sprint in which he gained half a lap. If he had had a team mate of equal speed they would almost surely have gained a full lap. At 3 o'clock in the morning Hopper asked the referee for permission to dismount, which was necessary, as Caldwell would not come out to relieve him. He begged that Caldwell be made to come out and ride or that he might be paired with another rider. An effort was made to get Keegan to withdraw, as he was in sorry straits on account of his falls and broken nose. With Logan as a partner Hopper would have had a mate who could probably hold his own in any sprints that were likely to happen. Keegan was willing at first, but when he was told that the lower score of the two must be taken if a new team was formed, he said he would keep on riding. Logan also objected when the rule was explained to him. Caldwell and Hopper were officially declared out

of the race during the eighty-first hour, between 8 and 9 o'clock in the morning, though they were but two laps behind the leaders at the time.

While at the end of the third day there were twelve teams left, divided into three divisions, at the end of the fourth day there were but eleven pairs left, and they were divided into five divisions. Root-Dorlon and Vanderstuyft-Stol led with one lap advantage over Samuelson-Williams and Breton-Gougoltz. The third division was composed of Krebs-Fogler, Keegan-Logan and Turville-Mettling, two laps behind the leaders. The fourth division included Dussot-Mazan, Downing-Limberg and Palmer-Agraz, three laps behind the leaders, and Rockowitz-Sulkins, who were 42 miles 1 lap behind the leaders. The latter team was eliminated as serious contenders in a sprint that started just before 7 o'clock in the morning. Rockowitz was on the track at the time, and was soon a lap behind. He seemed discouraged by the loss, and rode slowly around on the floor inside the track. After losing six more laps he dismounted and went to his quarters, though Sulkins did not relieve him. They continued to appear and ride at irregular intervals, but were hopelessly out of the running.

Between 3:30 and 4 o'clock in the afternoon there was the greatest sprinting contest of the race, excepting that of Wednesday morning, when the two leading teams gained their advantage. Dorlon, Stol, Krebs, Williams and Breton gained a lap on the other five riders who were then on the track, neither of the Rockowitz-Sulkins pair being out at the time. The teams that suffered were Keegan-Logan, Turville-Mettling, Dussot-Mazan and Palmer-Agraz, while Downing-Limberg lost two laps. After the scramble there was a peculiar mix-up. According to the rules, no rider is credited with a lap which he has won until his rear wheel has passed the front wheels of all the men he has gained the distance over. The five riders who had made the gain had overtaken the others, but had not passed them, as they were spread out over the track. While they were trying to get to the front so as to comply with the rules, Keegan and Limberg fell. Keegan immediately went to the referee and asked that the lost lap be restored to his team and to Downing-Limberg. The officials, however, would not agree to his request, as the distance had been actually gained.

Agraz created a lot of excitement by trying to steal a lap at 10:30 o'clock at night. He made a great effort for fifteen minutes, and the riders were strung all around the track. During this sprint Sulkins was the only man who was not relieved by his team mate. Sulkins made a good sprint, and it was only by sticking to his rear wheel that Turville saved his team from losing another lap. Keegan drew much applause from the spectators for the determined and successful ride he made to keep his team from losing a lap. Before things quieted down Palmer-Agraz and Dussot-Mazan had lost another lap. There were rumors that Dorlon was about

"all in." Breton was always brought out to worry him, if possible, but Dorlon laughed at West, trainer of the foreigners, and kept alongside of Breton. Samuelson was suffering very much from throat trouble, and could not lie down to sleep, because when he did he was seized with a racking cough. Krebs claimed that Fogler did not relieve him often enough, and he lectured his trainers in Web-erfieldian English every time he dismounted.

Only spasmodic attempts have been made to keep track of the leaders at the end of each hundred miles and the time thereof. The first hundred miles was reached at 4.13 on Monday morning, Keegan being the leader at the time. He was again in the lead when the 200-mile mark was reached at 9.09 a. m. Root-Dorlon led at 300 miles at 2.15 on Monday afternoon. This team was also in the lead at the end of the first twenty-four hours, their score being 480 miles, 8 laps. The 500-mile mark was reached at the end of the twenty-fifth hour, 1 a. m. on Tuesday. Root led at the end of 600 miles at 6.54 a. m. Tuesday. Walthour-Munroe led at 800 miles at 6.55 p. m. on Tuesday. Vanderstuyft-Stol led at 1,100 miles at three minutes before 1 on Wednesday noon. Root-Dorlon finished their 1,200 miles at 7.15 p. m. on Wednesday, and Root was again ahead at 1,300 miles on Thursday morning at 1.46. He also led at 1,500 miles at 2.45 p. m. on Thursday. Vanderstuyft-Stol reached the 1,600-mile mark at 9.29 on Thursday night. At the end of 100 hours Dorlon was leading, his team having ridden 1,710 miles 1 lap. Vanderstuyft-Stol were leading at 1,900 miles at 4.10 on Friday afternoon. The 2,000-mile mark was reached at 10.05 p. m. on Friday, when Vanderstuyft-Stol were leading.

FIFTH DAY—FRIDAY.

Mileage, 2,029 miles, 5 laps.

Record, 2,316 miles, 7 laps.

Double prices were exacted at the box office to-day as usual, but in spite of this an immense number of spectators thronged the building, especially at night. From daylight to dusk there was little or no attempt at sprinting. In the early hours of the morning, though, Breton and Stol made many spasmodic attempts to gain a lap, sometimes together and alone at other times. It generally devolved upon Root or Dorlon to pull the others up to them, but they were always equal to the task. It was generally understood that an attempt would be made by the Vanderstuyft-Stol and Breton-Gougoltz combinations to gain a lap if there was the slightest chance at any time. The foreigners appear to think that Root will be able to outsprint Stol or Vanderstuyft if the two teams are still on even terms at the end of the contest, and they hope to put the Belgium-Holland pair where they will be beyond the danger of defeat by Root. They figure that if Gougoltz were tied with Root that the former might be able to outwit his younger opponent in the finishing sprint, though they admit Root is the better sprinter.

There was another shift in the standing of the teams, and when it was all over the "Mormons," Samuelson-Williams, had second place all to themselves. Samuelson has been doing very well all week, but Williams has not had as much speed as some of the others, though his courage has surprised many who predicted he would not last through his first six-day grind. To-day and yesterday, however, the former New Haven amateur has shown that he is a match for most any of his opponents when it comes to either a long or a short sprint. Just before 6 o'clock to-night he started a long sprint, and after making a good gain was relieved by Samuelson. The latter soon overhauled Logan, Mettling and Dussot. Dorlon and Stol, however, caught up with Samuelson and kept with him. Williams came out again in a few minutes, and with Root and Vanderstuyft succeeded in gaining a lap on the others. This put the "Mormon" team in second place, one lap behind the two leading teams, Root-Dorlon and Vanderstuyft-Stol, and one lap ahead of Breton-Gougoltz and Keegan-Logan. A little later "Flying Dutchman" Krebs went out for a lap, and as neither of the two leaders would chase him, he put his team on even terms with Breton-Gougoltz and Keegan-Logan.

Williams and Samuelson were not content with the advantage which they gained early in the evening, and shortly before midnight Williams started another long sprint. Root took it up when Williams tired and almost lapped the field, but Samuelson relieved his partner, and, with Vanderstuyft, finally caught Root. The trio kept at their fast riding until they had gained another lap on the others. The 1 o'clock score revealed the fact that Samuelson-Williams were two laps ahead of Breton-Gougoltz, Krebs-Fogler and Keegan-Logan.

There was considerable ill feeling shown from 8 o'clock until nearly 10 in the evening by Keegan and Vanderstuyft. Keegan was riding high on the bank at the Madison avenue end when Vanderstuyft swerved up too close to the Lowell Irishman and was thrown from his bicycle. It did not appear that Keegan had intentionally thrown Vanderstuyft, but the little Belgian seemed to think so. After he remounted he did not try to keep near the front, but devoted all of his attention for some time to an attempt to throw Keegan. He made no bones about it, but would ride slowly in front of Keegan and suddenly back pedal, doing his best to knock Keegan's front wheel with his rear one. After both were warned by the referee, Vanderstuyft stopped trying to foul Keegan.

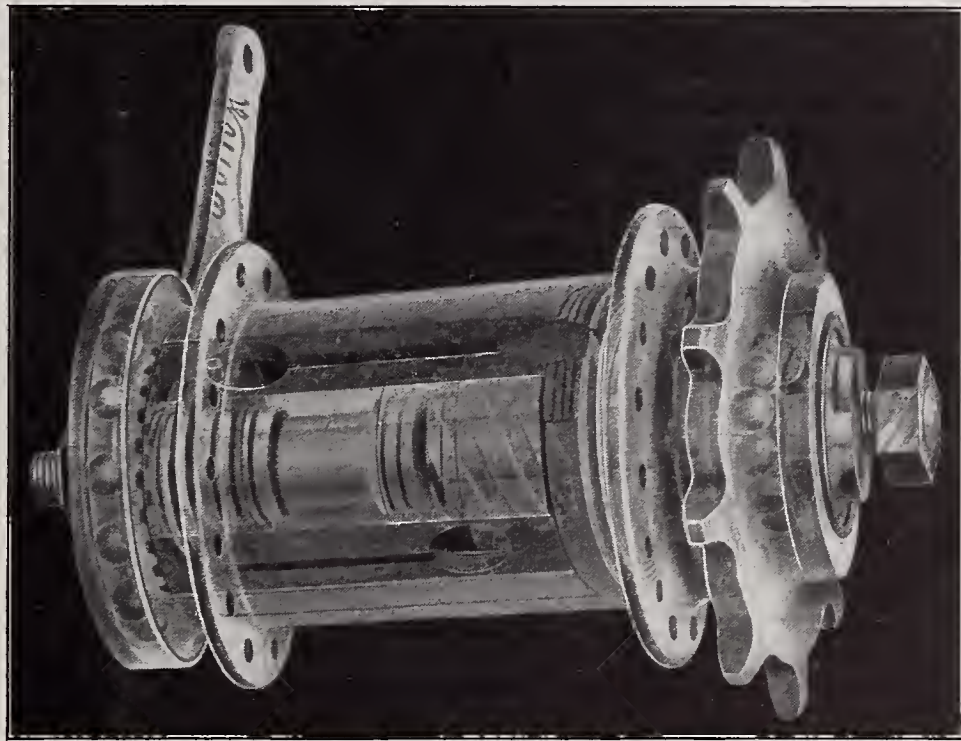
While the men are far behind the record which Miller and Waller established in 1899, they are riding faster than the riders did in last year's race. On Thursday night at midnight they were but 4 miles 5 laps ahead of the 1903 score, but at 6 o'clock p. m. to-day they were 25 miles 4 laps ahead of the corresponding score last year. Rockowitz-Sulkins retired about 6 o'clock in the morning, Rockowitz being completely done up, though the fragile appearing Sulkins was willing to continue.

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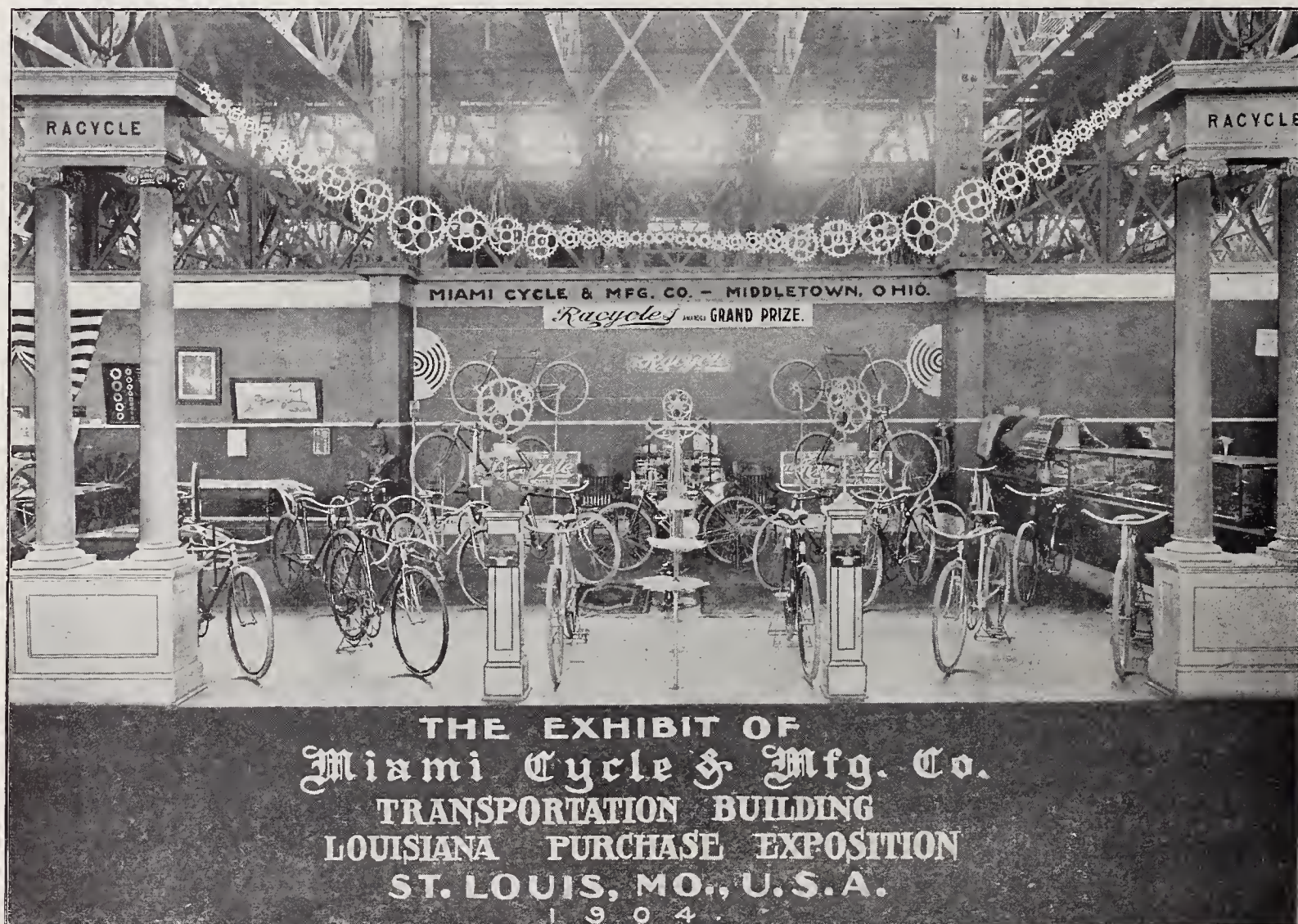
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RAISING THE CURTAIN

Events Preliminary to the Six-Day Race— Walthour Defeated after Many Mishaps.

Some very good racing was provided for the immense crowd of spectators that thronged Madison Square Garden last Saturday night to witness the "curtain raiser" events that always precede the six-day race. The star attractions were a ten-mile open professional event, which was easily captured by W. S. Fenn; and a fifteen-mile motor paced race, in which Hugh MacLean unexpectedly defeated Robert Walthour after both had been forced to change their mounts. The two amateur contests drew a very great number of entries, there being eighty-five in the one-mile handicap, most of whom started in the seven trial heats which were necessary. Both first prizes in the amateur races were captured by Bostonians, who have had the advantage of racing on the eight-lap track at Revere Beach to accustom them to a small course, while their local opponents were used to racing on the three-lap track at Manhattan Beach, and the four-lap one at Vailsburg.

Gussie Lawson acted as pacemaker for Walthour in his match with MacLean, and Charles Turville paced the Chelsea rider. Turville's machine was balky and refused to run for some time, but the band was kept at work, so the spectators did not make much of a fuss over the delay. After Bowler had run around the track a few times pushing Turville and his motor ahead of him, the engine ran all right and the race began. Walthour started from the tape and MacLean from the backstretch, the Atlanta man having about fifteen yards the better of the start. Walthour gained steadily, though slowly, from the start. He had made up about sixty yards of the distance that separated him from MacLean when he dismounted just before the second mile was finished. The thin rubber tread of his rear tire had become worn on the rough surface of the new pine board track, and as the rear wheel had been slipping dangerously on the turns, the world's paced champion feared the flimsy tire would explode and throw him.

He had been so sure that nothing would happen that he had not heeded the remonstrance of Frank J. Cadwell, who told him that he ought to have a spare pace following machine ready at the trackside. He was forced to use a regular sprinting bicycle with raked front forks and 100 gear, while his pace following machine had been fitted with 130 gear. Before he could again catch his pace MacLean had gained six laps on him. Though the Chelsea rider was using a regular pace following machine with straight front forks geared to 125, Walthour gave him a great battle after he got going again. MacLean gained slowly on Walthour, and drew up behind him in the ninth mile. Turville

then put on more power and tried to pull MacLean past Walthour. In spite of the advantage of straight forks over raked ones, and 125 gear over 100, MacLean was unable to gain the lead, and gave it up after a futile fight for four laps. When MacLean fell in behind Walthour the spectators cheered the latter for five minutes.

The pair kept fairly close together after that until MacLean fell off his machine during the fourteenth mile, as he rounded the Madison avenue turn into the backstretch. One of his tires had worn through and he was thrown on his shoulders, but not injured. He had also neglected to provide an extra pace following machine, and had to remount on his sprinting bicycle, which was geared to 96. Walthour gained four and one-half laps on him before he caught his pace. Walthour increased his speed after his opponent's mishap, and gained half a lap on him in the concluding mile. When Walthour passed MacLean many of the spectators yelled themselves hoarse, as they believed that he had won the race, but he was still one lap behind, and lost the race by about that distance. The pair shook hands after dismounting. The two pacemakers nursed their charges along carefully, both Lawson and Turville steering with their left hands on the straights and holding their right arms out so as to afford their man as much protection as possible.

The "international" ten-mile open professional was a fine scramble, twenty-six out of the forty-eight entered starting and but a dozen finishing. American champion Kramer, French champion Friol, Gougoltz, Harry E. Caldwell, the Reading Standard "fifty-miles an hour" man, and quite a few of the others shaking their heads at the chances of a fall and declining to start. Little Mettling was the fastest one in the scramble for the first mile prize, while the second one went to Stol, the chunky young Hollander. Fenn had made a post entry, and he wanted the third mile prize, and he took it. Logan, of Boston, who had just had his last ride as an amateur a few minutes before, also wanted the third mile prize. He made a most tremendous jump three laps before the end of the mile, and seemed to think he had the prize won. Fenn fairly flew after him and passed him ten feet from the tape while he was looking along on the inner side of the track to see if any one had pursued him.

Vanderstuyft, of Belgium, clad in what looked like one of the very same red and yellow shirts he sported in last year's six-day race, made a heroic attempt to land the fourth mile prize. Root went after him, and took the honor from him by about five feet. Samnelson, the great unpaced rider from Salt Lake City, was lapped in the fourth mile and stopped riding. Mettling again became ambitious, and took the fifth mile prize without much opposition. Moran made most of the pace, with the evident idea of winning the special lap prize, and he succeeded. Hopper, who won the Sydney Thousand in 1902, when it was first run, captured the sixth mile prize easily. There were but fourteen left

to begin on the seventh mile. Nat Butler dropped out in this mile, and Stol led at the end of it by a well timed jump. Hopper finished behind him with his chain off the sprocket, and the field strung out to avoid falls, but Vanderstuyft went down. Fenn was in eighth place in the line at the shot for the last lap of the eighth mile, but he led at the end of it. Moran took the ninth mile prize without any opposition. Fenn was in fourth position as the last lap was begun, but he won from Moran by twenty yards, while Stol was third, ten feet behind Moran.

David Mackay, of the Bay View Wheelmen, Newark, finished first in one of the mile trial heats for the five-mile amateur open, but was disqualified for fouling. Oscar Goerke fell in the final heat through his own carelessness. Goerke had made a jump for a lap without succeeding, when McKinnon and Downey, both of Boston, made a great sprint and shook off all of their opponents. They gained a lap, and McKinnon won from his fellow townsman in the final sprint, Ashurst, of the Bay View Wheelmen, being third. Sherwood and Beyerman, of New-York, and McDonald, of Boston, were the only others of the fifteen starters to finish the race. Downey, of Boston, and Sherwood, of New York, both 35-yard men, fought out the final heat of the one-mile amateur handicap, the Bostonian winning by a length. Friol, the French sprinting champion, who was brought over to race against American champion Kramer in some special match races, was sent out to ride a half-mile exhibition, but thought the pistol shot at the end of his fourth lap was the finishing signal, so he sat up. His time for the four laps (two-fifths of a mile), was 1:01. Summaries:

One-mile handicap, amateur—Won by Matt Downey, Boston (35 yards); C. A. Sherwood, Pellet team, New York (35 yards), second; William Wilkins, jr., New York (110 yards), third. Time, 2:06 4-5.

Five-mile open, amateur—Won by J. J. McKinnon, Boston; Matt Downey, Boston, second; Alfred Ashurst, Bay View W., Newark, third. Time, 11:26 1-5. Lap prize winner, Downey.

Ten-mile open, professional—Won by W. S. Fenn, Waterbury, Conn.; James Moran, Chelsea, Mass., second; Johann Stol, Amsterdam, Holland, third; George C. Schreiber, New York City, fourth. Time, 22:19. Lap prize winner, Moran. Mile prize winners—First, Mettling, time 2:08 4-5; second, Stol, time, 4:19 2-5; third, Fenn, time 6:28 3-5; fourth, Root, time 8:41 2-5; fifth, Mettling, time 10:59 1-5; sixth, Hopper, time 13:11 2-5; seventh, Stol, time 15:29 3-5; eighth, Fenn, time 17:46 4-5; ninth, Moran, time 20:25.

Fifteen-mile professional motor paced match between Robert Walthour, Atlanta, Ga., and Hugh MacLean, Chelsea, Mass.—Won by MacLean. Time, 26:34 1-5.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

EXCITEMENT IN ARMORIES

Bicycle Racing in Buffalo and New York the Feature of Indoor Games.

The largest and most enthusiastic crowd that has ever attended an indoor meet in the history of Buffalo, N. Y., greeted the athletes of the 74th Regiment A. A. on the occasion of its first annual indoor bicycle races and games, at the Armory, on Friday night last. So great was the success that attended this, the inaugural set of bicycle races, that in the future the 74th Regiment will hold meets of a similar character each year. It would seem that each bicycle rider was a favorite, for when each individual appeared on the track, the Armory fairly shook with the reverberating cheers which rang through it.

In the finals of the half-mile bicycle race for novices, J. S. Baker of the Ramblers' Bicycle Club jumped into the lead from the start and led the bunch a merry chase around the track, managing always to keep the nearest follower ten yards behind throughout the race. Baker's time was 1:12.

Eight of the city's best riders lined up for the final heat of the one-mile open race and the spectators had their hopes "that there would be something doing" realized, though in a manner totally unexpected. In the first lap the sprocket on Whitelock's wheel broke and put him out of the running. W. H. Reilly, of the 74th Regiment A. A. led in the final lap sprint, with J. M. Tanner and J. S. Baker close behind. Tanner fell and Baker collided with him and plunged headlong into a young lady's lap. Hank and Lewis, who were behind the two unfortunate riders, cleared the debris and finished second and third respectively. Time, 2:23 2-5.

The unlimited pursuit race between Warren Zurbrick of the Manhattan A. C., and Walter Bardgett of the Ramblers' B. C., was the prettiest race of the evening. Near the twenty lap mark, Zurbrick got within fifty yards of Bardgett and then lost a half lap. Zurbrick caught up with his opponent again and for three laps his front wheel was even with Bardgett's pedals, and only on the fourth was he able to cross in front of Bardgett. The distance was 4:11-16 miles and the time 11:28 2-5.

R. S. Lewis, of the Ramblers' B. C. (80 yards) won out by a narrow margin in the two mile handicap race. F. Schudt and J. M. Tanner finished second and third, scarcely half a wheel's length behind the winner. Time, 4:44 4-5. Summary:

Half-mile, novices—J. S. Baker, Ramblers' B. C., first; G. Young, Ramblers' B. C., second; T. J. Hanks, Manhattan A. C., third. Time, 1:12.

One mile (open)—W. P. Reilly, 74th A. A., first; E. J. Hanks, Manhattan A. C., third. Time, 2:23 2-5.

Unlimited pursuit race—Between Warren Zurbrick, Manhattan A. C., and Walter Bardgett, Ramblers' B. C. Won by Warren Zurbrick. Distance, 4 11-16 miles. Time, 11:28 2-5.

Two miles (handicap)—R. S. Lewis, Ramblers' B. C., first; F. Schudt, Ramblers' B. C., second; J. M. Tanner, Knickerbocker A. C., third. Time, 4:44 4-5.

Beyond a few spills, in which no one was injured, nothing exciting transpired in the bicycle events of the 12th Regiment's annual games at the Columbus avenue armory, New York, Saturday night. Charles Webber, Company G, 12th Regiment (80 feet) won the two-mile closed handicap, and Frederick Wann (scratch) took the honors in the two-mile open handicap. Summary:

Two-Mile Bicycle Race (Handicap; Closed)—Won by Charles Webber, Company G, 12th Regiment (80 feet); Theodore White, Company G (120 feet), second; Frank B. Then (120 feet), third. Time—5:26 4-5.

Two-Mile Bicycle Race (Handicap; Open)—Won by Fred Wann, 23d Regiment (scratch); Harold Dorsey, Company D, 12th Regiment (100 feet), second. Time, 5:24 4-5.

Interest at the forty-sixth games of the 7th Regiment, New York N. G., at the Armory in this city Saturday night centered on the invitation inter-regiment two-mile bicycle pursuit race, inasmuch as the race was the outcome of a dispute between the 7th and 22d Regiments. The 22d had picked D. Frank as their best man but afterward decided to have F. Eliot Adams try for the honors, as Frank was entered in the running events. R. K. MacLea, of the 7th Regiment, was Adams' opponent. The men started from opposite sides of the track and the race was a sprint from start to finish. Adams caught MacLea in the eighth lap of the second mile and stuck to the latter's rear wheel until the tape was crossed. Adams made the two miles in 4:25 2-5.

Kramer Signs Contract to Go Abroad.

Frank Kramer, the American sprint champion, will this year make his European debut. He has signed a contract with Coquelle & Breyer, the managers of the Parc des Princes track, Paris, to race in the principal European cities this spring and summer. He will sail for Paris about the middle of March, returning June 30, so as to take part in the races here during the greater part of the summer.

Kramer alone of the present day flyers has so far remained at home. He is at the top of his form, and should make a magnificent showing abroad.

"We are after the money this time," said Relative-and-Manager Burnett to a Bicycling World man on Monday night at Madison Square Garden. "Heretofore we have been content to remain at home, but now we are after big game. We may go to Australia, too. Nothing has been decided yet, but we are in correspondence with the Australians, and if we can come to terms we will go there next winter.

"Our European tour will include races in Germany, Italy and perhaps Austria, in addition to France. Frank will be under Coquette & Breyer's control and will go wherever they arrange dates."

OUTCLASSED BY KRAMER

French Champion Proves no Match for the American, Who Simply Toyed with him.

France's professional sprinting champion is a nice looking young man, but as a bicycle racing expert he is not in the same class as the premier American sprinter. Friol met Kramer in two matches during the six day race, riding on Monday and Wednesday nights while the weary contestants in the long race sat on their bicycles at the track side. Both matches were at half a mile, best two in three heats, though there was never the slightest necessity for the third heat.

Kramer had the pole in the first heat of the Monday night race. He went away in the lead and rode fairly fast for the first part of the race, keeping a sharp lookout for a jump. Kramer gradually increased his speed in the last quarter and Friol was kept busy "hanging on." At the shot for the beginning of the last lap Friol tried to jump past Kramer, but the latter was more than a match for him. Friol gained slightly on the straights, but lost on the turns. Kramer gave a few extra jumps in the home stretch and won by nearly three lengths. The time was 1 minute, 15 1-5 seconds.

Friol had the pole in the second heat and took the lead at the start. Kramer made no attempt to pass him and he made his effort on the last turn before the bell lap began. Friol showed quite a turn of speed, but the American champion gradually drew alongside of him. The Frenchman still had the lead when they entered the homestretch, but Kramer was over the tape six inches ahead of his rival. The time was 1 minutes, 20 seconds. Kramer won the Wednesday night match in straight heats also. The time of the first heat was 1 minute, 20 4-5 seconds, and the second was run in 1 minute, 20 1-5 seconds. Kramer fairly played with his opponent that night, winning one of the heats by three lengths after jumping Friol in the last 100 yards. The Friday night match was called off on account of Friol's illness.

Safety Rollers for Pacing Machines.

All motor pacing machines nowadays are fitted with safety rollers, to prevent the close following paced rider from touching with his front wheel the rear wheel of the pacing machine and thereby getting a nasty fall.

The device is efficacious, in spite of its crude and clumsy appearance. It consists of a triangular frame, attached to the frame of the pacing machine and extending back of the rear tire. The frame member, running at right angles with the tire, is constructed exactly like a bicycle hub. There is a long axle, and over it is slipped a piece of tubing, mounted on regular ball bearings—cups, cones and balls—corresponding to the usual hub shell. This insures free running of the hub or roller when it is touched by the tire of the paced machine.

ABOUT DRY BATTERIES

Toepel's Instructive Lecture on the Subject—Tells Much Not Generally Known.

If there is a motorcyclist in New York or vicinity who does not know exactly how a dry battery is made, and how its "insides" look, he has himself to blame. At last Saturday's "talk" of the New York Motorcycle Club—and all motorcyclists are welcome to these semi-monthly gatherings—"The Dry Battery" was the topic, and M. E. Toepel, the one-armed president of the club, who is well versed in such matters, explained about all there is to be explained.

He illustrated his lecture by first exhibiting a sectional view of a cell which had been cut in half, and then actually compounding and making a battery in the presence of the attendance. Toepel's ability to answer all questions, coupled with his practical illustrations, made the lecture uncommonly instructive.

He remarked, what is fairly well known, that a dry battery consists of a zinc cup, a porous lining of blotting paper, a depolarizing agent and a carbon rod. From the chemical standpoint, a cell consists of two elements, generally zinc and carbon, with a fluid which acts more strongly on one element than on the other, thereby setting free a current of electricity. Two or more cells constitute a battery.

The term "dry battery," Toepel said, is technically incorrect, despite its common use. If there were no fluid in the cell it could not generate electricity. The fluid, however, is not in a liquid state, being held by such porous substances as blotting paper, sawdust or plaster of paris—usually the first named—in order that it may not be spilled or lost. He also made plain, what is not of common understanding, that one of the chief advantages of the dry battery is that the containing zinc jar, instead of being merely a receptacle for the elements, is actually one of them.

"Zinc," he said, "is to the dry battery what coal is to a fire." It presents a large surface to be acted upon, and renders the battery capable of delivering large amounts of current, at the same time distributing the chemical action over the entire surface of the cell, causing it to wear away uniformly.

Substantially all dry batteries are alike. All employ the same chemicals, and differ chiefly in proportions and purity. Pure metals and chemicals are absolutely necessary to obtain the best results, as any two metals in contact with a suitable fluid will cause a current of electricity to flow at the expense of one of the metals. For instance, cheap commercial sheet zinc contains a considerable proportion of iron. If used for a dry cell the action of the chemical will soon eat through the impure zinc. This accounts for the holes sometimes found in cells.

Toepel quoted prices, and showed how wide is the price range of the materials which enter into the composition of dry batteries. Even the quality of blotting paper is a factor for good or evil. The same is true of the water used to form the zinc chloride. Distilled water should be used, as many waters contain iron or other substances which set up counter currents and cause short circuits within the cell itself.

The components of a dry battery are a mixture of powdered coke, peroxide of manganese and sal ammoniac. This mixture may or may not be dampened slightly with the chloride of zinc with which the blotting paper is saturated. The latter, in a circular form, is placed immediately inside the zinc jar, into which the dampened mixture is then

and fit for use in motorcycles or motor cars are high priced, while those which show but little ampereage are labelled and marketed for use in operating bells or other such electrical work.

When exhausted the mixture in the cell turns from black to gray, and, with the carbon rod, which becomes saturated and choked, is of no future value.

The carbon rod, it was explained, is composed of powdered coke, mixed with molasses and put into a form, pressed and then baked at high temperature. It is sometimes corrugated to present a large surface and increase the output of the battery. The carbon constitutes the positive element, and the zinc the negative. "While the trouble is now rare," the lecturer said, "the 'boiling' of a cell is due to an excess of water. Cells which are marked by this excess frequently are very powerful and show up to 20 or 25 amperes, but are soon exhausted. Large cells have the same failing. They are of high efficiency, but discharge quickly, frequently being exhausted within two hundred miles. Square cells, which had been tried and which had motorcycle advocates, are undesirable because the square shape brought the carbon too far from the corners of the cell and did not permit all the elements to be extracted."

One of the riders present told a wonderful experience—that of getting home on a "dead" battery. Despite the ridicule caused by the assertion of such a phenomenal occurrence, he stoutly maintained his position, affirming positively that he had tested the batteries with his ammeter and found them absolutely dead. He happened to have the particular ammeter with him on Saturday night, and when it was tested with the live battery which Mr. Toepel had just completed the cause of the phenomena was explained. The ammeter itself was out of order and would not work.

This led Toepel to emphasize the fact that one dead cell in a battery affects the other cells, causing them to run down quickly. Although but one cell may be exhausted, tests with the ammeter will induce the belief that the entire battery is dead or dying. He advised his hearers to obtain cells with as nearly equal ampereage as possible, and not to be content with anything that may be handed over the counter; also not to seek cells of particularly high ampereage. Those registering 15 or 16 amperes he found to give the best results for motorcycles; they work better than cells of greater strength, which quickly run down to 15 or 16.

The recuperative powers of a battery are greater than is generally supposed. Toepel had ridden nearly two hundred miles in the course of a day, starting with a battery registering 15 amperes, and which at the end of the day registered 12; but the following morning they had recuperated and showed 14. Frequently a rest of thirty minutes will enable the batteries to recuperate sufficiently for a rider with an exhausted set to get home.

The lecturer also recalled that common expedient of punching holes in the bottom of a cell and immersing it in warm salt water; or, better, ammonia, which can be had at any drug store, and which will recuperate some of the exhausted elements and renew the life of the battery for a sufficient period to cause smiles to chase away frowns.

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placed. After the carbon rod or pole has been properly centred, the mixture is rammed or tamped hard around the rod, which, of course, it holds in place. This ramming of the mixture has not a little to do with the life and quality of the battery. The operation is one that can only be performed by hand, every effort to produce a machine made dry battery having failed. This hand work adds to the expense, and the manner in which it is performed contributes, as stated, to the quality of the battery.

"A well rammed cell," Mr. Toepel stated, "will show up to 20 amperes, while in some of the cheaper grades, in which it would not pay to spend the time necessary to properly pack the mixture, a cell may show as little as five amperes. The cell is tested after ramming, and, if it proves satisfactory, the top is then sealed with any suitable substance, such as paraffine, rosin, sealing wax or tar, the latter being in most general use because of its cheapness. A pasteboard containing cup usually completes the cell."

The ampereage of the cell usually fixes its price, and generally the label under which it is marketed. Those of high ampereage



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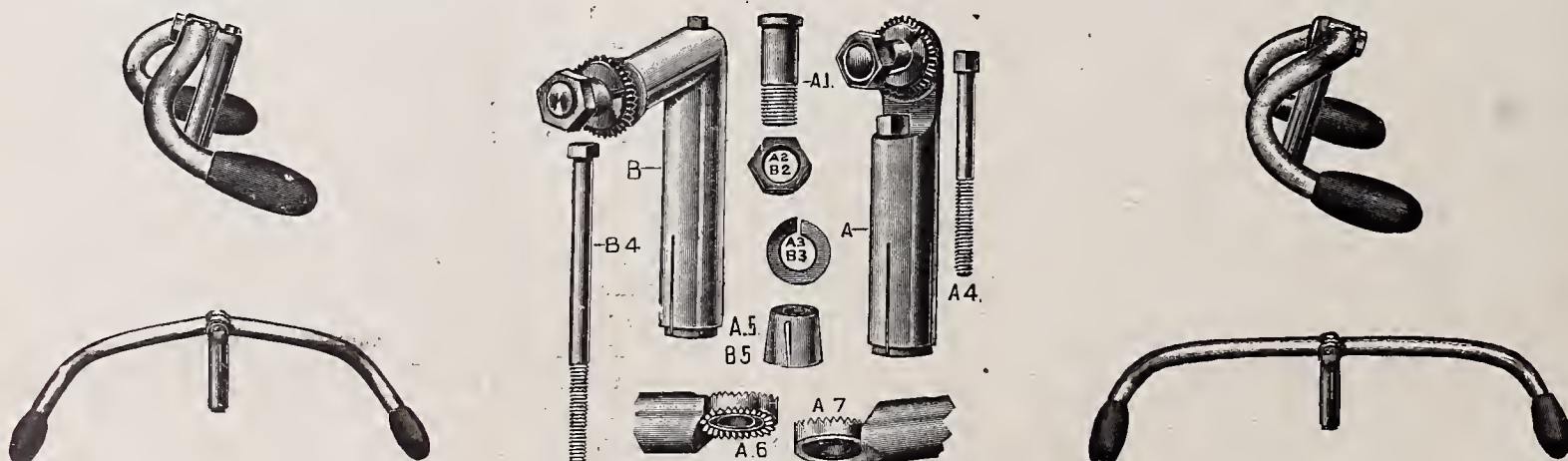
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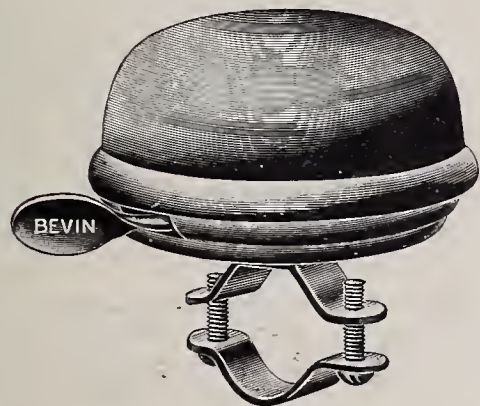
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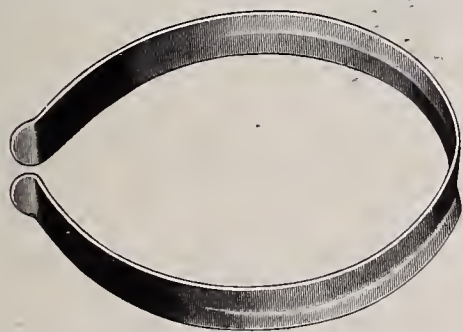
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Wallace and his Dog Reach St. Louis.

Charles William Wallace, the cyclist who is enroute to San Francisco, was reported in St. Louis on Friday of last week. His dog, "The Kid," is still with him.

Wallace's trip began on April 14, and he has already visited Baltimore, Philadelphia, Buffalo, Niagara Falls, Cleveland, Indianapolis, Terre Haute and St. Louis. With the exception of sixteen miles the dog has walked all the way.

Wallace has made a number of long trips, at one time travelling from Chicago to Galveston, Tex. In all of them he was accompanied by his dog. The trip this time is made to collect data, anecdotes and other material which he says he will furnish newspaper men in Washington, D. C., for a book on travel. While making the trip he is to support himself and dog through his own efforts. No limit is set on the time in which he is to cross the country. Although he is a painter and paperhanger by trade, he does not follow either vocation, but depends upon a banjo for his main support, playing at entertainments and in public halls.

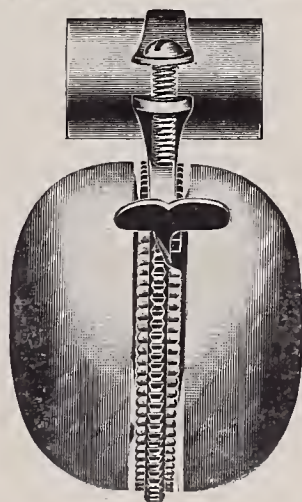
A bicycle built especially for the run is used by Wallace. He carries a rifle, his banjo and clothing. On the front part of the machine he has an iron basket in which he carries the dog when he is compelled to. The paraphernalia weighs about 70 pounds, including the weight of the bicycle.

Penn Glens Elect Officers.

Officers for 1905 were elected at the last meeting of the Penn Glen Wheelmen, of Brooklyn. The successful candidates were: President, Daniel J. Reilly, jr.; vice-president, James J. Jones; treasurer, Dr. Richard S. Pearce; financial secretary, Arthur Kretschmar; recording and corresponding secretary, George C. Anderson; sergeant at arms, Frederick Wenz, jr. Road officers—Captain, Frederick Wenz, jr.; first lieutenant, Emil Martin; second lieutenant, George C. Anderson.

Denver Police Round-up Cyclists.

Thirty wheelmen were recently arrested for riding on the sidewalks in Denver, Colo., and taken before Magistrate Stapleton. He gave them a lecture and then suspended the fine of \$5 and costs which could have been assessed against each of the offenders.

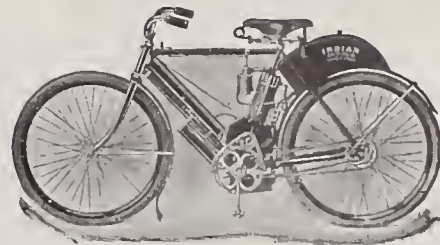


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Of 51 automobiles that participated in the climbing trials on that famous New Jersey hill on Thanksgiving Day, only 21 made better time than the single cylinder

Indian Motor Bicycle,

ridden by P. H. Johnston, who flew up the steep one-mile grade in

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The two-cylinder Indian, ridden by Oscar Hedstrom, went up in 1:41, which time was surpassed only by 11 motor cars, all of them great big racing "monsters" of up to 105-horse power.

But then Hill Climbing always was one of the Indian's strong points. Can as much be said for the machine you are riding or selling or considering?

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Van den Dries Captures Gilesman Cup.

H. Van den Dries is champion of the Tigers for 1904. The third and concluding handicap road race to decide the championship of the Tiger Wheelmen, New York, was held last Sunday at Valley Stream, Long Island, and Van den Dries captured first prize for both place and time. The distance of the race was fifteen miles, and his time from scratch was 38 minutes 33 seconds. His victory gives to Van den Dries the handsome Gilesman Trophy, an illustration of which appeared in The Bicycling World two weeks ago. The championship and the trophy are awarded annually according to the points scored in the three club championship handicap road races. Van den Dries won by but one point, his score being 24, while Charles Nerent and Edward Hoffer are tied at 23 points for second. H. S. R. Smith, who won the championship last year, was out of the city most of the year and competed only in the last race.

The finish of the race was as follows:

| Rider. | Handicap. | Time. |
|-----------------------|-----------|-----------|
| | M. S. | M. S. |
| H. Van den Dries..... | Scratch | 38.33 |
| H. S. R. Smith..... | 0.45 | 39.18 2-5 |
| Charles Nerent..... | Scratch | 38.34 |
| W. Van den Dries..... | Scratch | 38.34 3-5 |

| | | |
|------------------------|------|-----------|
| Edward Hoffer..... | 0.45 | 39.29 4-5 |
| C. P. Soulie..... | 1.45 | 40.30 |
| Charles Martin | 1.15 | 40.30 |
| A. Judge..... | 4.00 | 43.15 |
| Fred Mommer..... | 1.45 | 41.20 |
| Charles Milkowait..... | 1.45 | 41.21 |

Cycling Undertaker to Become Chauffeur.

Charles T. Earl, an old racing man, and for a number of years one of the foremost speed merchants in the Kings County Wheelmen, of Brooklyn, is about to shy his castor into the automobile racing ring. He has arranged to enter one of the factories of the Pope Manufacturing Company and learn the automobile business from the ground up. If he should prove adept at handling speed cars he will drive one in next year's races. At present Earl is a layer out of the dead—an undertaker—which lugubrious business he desires to change for a more lively one.

Kerr Heads the Narragansetts.

The Narragansett Wheelmen, of Providence, R. I., held their annual election of officers on Thursday night. The election resulted as follows President, James Kerr, jr.; vice-president, William Murray; treasurer, Peter Oakes; financial secretary, Thomas McSherry; recording secretary, George Reynolds; captain, William Norton; house committee, William Roland, Henry Higgins and Ernest Maynard.

Reid Wins Two Motorcycle Events.

The weather was so raw and cold that scarcely a corporal's guard witnessed the performance of three motorcycleists who, unable to take part in the race meet of the New Jersey Automobile and Motor Club on the track at Waverly, N. J., on Election Day, held a little race of their own last Saturday afternoon.

Allan Reid, on a 4-horsepower Orient, easily won the two events that were run, both of ten miles. Reid, Roy, N. Geissler, on a 3-horsepower Tourist, and William H. Cornwell, on a 1¾-horsepower Indian, were the contestants in the first race. The three started well together, but the race was entirely between Reid and Cornwell, the former winning in 15.30. Geissler was away behind.

The same machines lined up for the second race, but Percy H. Johnston straddled the Indian instead of Cornwell. As in the previous race, Geissler was left behind at the start. The Indian had a lead over the Orient for the first two miles and was picked as the winner, but the breaking of an inlet valve on the third mile put it out of commission, and Reid finished alone in 16.30.

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LIQUID VENEER

It is not only the finest thing on earth for cleaning and redressing frames, rims and all enameled parts of Bicycles, but IT IS SIMPLY INVALUABLE FOR HOUSEHOLD USE.

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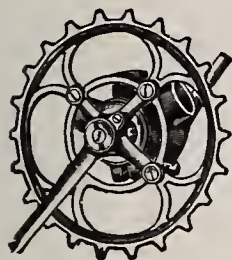
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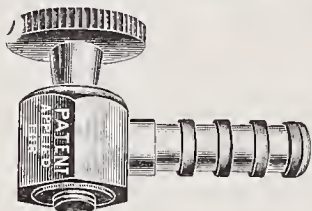
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CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patent.

775,764. Fastening for wheels, cranks, or the like. John V. Pugh, Allesley, near Coventry, England. Filed May 9, 1904. Serial No. 207,125. (No model.)

Claim—In combination with a member having a cross-sectional figure other than that of a cylinder, a second member fitting on the first member, a third member also fitting on the first member, and means for giving rotative movement in opposite directions to the second and third members, so as to effectually bind them on the first member.

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, December 17, 1904.

No. 12

EFFECT OF EXPOSITION.

How St. Louis Fair Helped Motorcycling in Many Places, Including St. Louis Itself.

There was one very happy man in New York on Wednesday last—George W. Sherman, of the Hendee Manufacturing Co. He had just returned from seven months of attendance at the Hendee exhibit at the St. Louis Exposition, and while he does not love St. Louis less, Sherman did not conceal the fact that he loves this part of the country more, a great deal more.

He is as full of motor bicycles as ever, and believes the exposition did a great deal to further their interests, not merely in the United States, but in several foreign lands. A number of good foreign connections were established, Sherman detailing how one catalogue casually handed out had already led to the sale of five Indians in Cuba, while the Hendee Manufacturing Co.'s fall trade had come largely from those portions of this country that were chiefly represented in the exposition attendance, suggesting the direct effects of the exhibit there.

In St. Louis itself, Sherman said the interest had increased wonderfully and was still increasing. The Hurek Cycle Co., the Hendee agents there, had sold 27 Indians. As Sherman expressed it, Hurek is of the "right sort." If there were a few more agents like him, he added, the motorcycle business would be much further advanced than is the case. The results in St. Louis are the more remarkable because of the indifferent streets and roads and the almost continual flooding of them, which is disguised by the term "sprinkling."

To Form New Zealand Company.

If present plans do not miscarry, the Canada Cycle and Motor Co. will shortly have a New Zealand offspring. The big Canadian concern now has a branch in the land of the Maoris, but it is heavily taxed, and this is a heavy drain on the company. It is therefore proposed to form a separate company under the laws of New Zealand, the stock of which will be held by the Canada Co., and turn over to it the handling of the entire New Zealand business, which is considerable.

At the forthcoming annual meeting of the

shareholders of the Canada Company, a by-law will be submitted providing for the organizing of the company's business in New Zealand on the basis thus outlined.

Vogel Expresses Gendron Satisfaction

Although they did not make much of a splurge, J. F. Vogel, the head of the Gendron Wheel Co., Toledo, Ohio, states that the sale of the Gendron and Reliance bicycles during the past season was "very satisfactory," while the trade in baby carriages, which form a considerable part of the Gendron output, was the best in the history of the company. This may or may not have influenced the Gendron people to engage in the manufacture of juvenile bicycles, which recently have been added to the lines and which are stylish creations, calculated to bring joy to the little folk who become possessed of them.

Kirk Brings Back Big Orders

Ezra E. Kirk, vice-president of the Consolidated Manufacturing Co., returned to the factory at Toledo last week after a six weeks sweep of the Pacific Coast. He brought back with him orders for 2,000 bicycles, nearly half of them name-plate goods; that is, either Yales or Snells. He covered the country from Denver to Frisco and Los Angeles, and then journeyed as far north

Ballou Comes East to Buy.

O. B. Ballou, of the jobbing firm of Ballou & Wright, Portland, Oregon, is now in the East making up his accounts for the ensuing year. The firm has enjoyed a prosperous season, substantial evidence of it being their recent removal to a much larger and in every way better store than that previously occupied.

Hatch Now "Yells for Yale."

C. W. Hatch, formerly with the Norval-Shapleigh Hardware Co., St. Louis, Mo., has been added to the travelling staff of the Consolidated Manufacturing Company. He is now covering the Middle West with the Yale and Snell bicycles.

Guy Moscate, a Fredonia, N. Y., dealer, last week filed a petition in involuntary bankruptcy. Kelsey & Co., Buffalo, N. Y., are the sole creditors, with a claim amounting to \$490.12. Moscate's assets amount to \$1,855, of which \$20 is exempt.

MOTORCYCLES AT SHOWS

Will Mix with Automobiles in New York and Chicago—Who will Exhibit.

Motorcycles will, as usual, form a part, a very modest part, of the New York Automobile Show, which will occupy Madison Square Garden from January 14 to 21 next. On the main floor they will be, of course, exhibited in connection with the cars displayed by the respective makers, but on the upper balcony there will be a little colony of motorcycle exhibits. Those who have secured space and their location are as follows:

Main Floor.

- D. Mitchell Motor Car Co.—Mitchell motorcycles.
- E. Kirk Mfg. Co.—Yale-California motorcycles.
- M. E. R. Thomas Motor Co.—Thomas Automobiles.
- N. American Motor Co.—Marsh motorcycles.

Elevated Platform.

- X. Light Mfg. & Foundry Co.—Light motorcycles.
- X. Pope Mfg. Co.—Columbia, Tribune, Cleveland, Rambler, Monarch, Imperial and Crescent motorcycles.

Upper Balcony.

- 14. Breeze Motor Mfg. Co.—Breeze motorcycles.
- 15. Reliance Motorcycle Co.—Reliance motorcycles.
- 16. Charles H. Metz.—Metz motorcycles.
- 17. Hendee Mfg. Co.—Indian motorcycles.

Exhibition Hall (Basement).

- A. Warwick Cycle and Automobile Co.—Warwick motorcycles.

Concert Hall.

- B. Aurora Automatic Machine Co.—Thor motors and fittings.

For the Chicago Show, February 4-11, the allotments have not yet been made, but the following are those who have booked space:

Main Floor.—E. R. Thomas Motor Co., Kirk Mfg. Co., Mitchell Motor Car Co.

Gallery and Restaurant.—Aurora Automatic Machine Co., Hendee Mfg. Co., Pope Mfg. Co.

NEWNESS FROM READING

Reading Standards for 1905 and How they Differ from Former Models.

One entirely new model and a number of important detail changes in the remaining machines constitute the program for 1905 of the Reading Standard Cycle Manufacturing Co., Reading, Pa. Two lines of machines will be offered, styled, respectively, the Reading Standard and the Reading, which, with the Thoroughbred motor bicycle, complete the Pennsylvania concern's product. The Reading line comprises the cheaper models—those listing at \$25 and \$30, while the Reading Standards are priced in excess of these figures.

The Royal Reading Roadster, which lists at \$30, and is supplied both with diamond and drop frames—the latter for women—is the addition to the Reading line. It is thoroughly up to date in design and construction, having 1-inch tubing, the Reading one-piece crank hanger, used with such success this year, and a special two-plate fork crown with nickelled edges identical with the fork furnished on this year's \$40 model. The fork sides are finished with a fancy spear point design, which matches the frame finish, the latter being plain black, with navy blue head. The other Reading model, which lists at \$25, has been little changed. The frame and fork finish is the same as on the Royal Reading, and the Reading one-piece hanger is used, in connection with B. & O. hubs, which, as stated some weeks ago, are now made by the Reading Co.

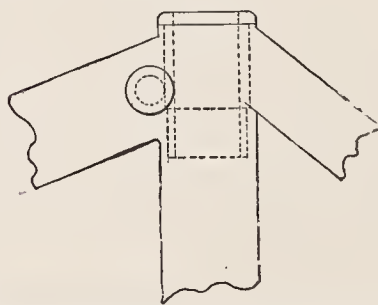
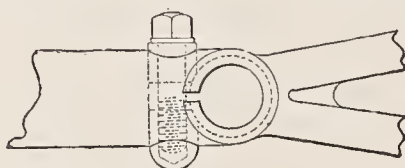
The Reading Standard line consists of three models, viz., the Pace Follower, listing at \$60; the Racer, at \$50, and the Road Racer, at \$40; the latter is made in both men's and women's patterns.

The Pace Follower and the Racer are finished in a new shade of amber brown, with milori green head, making a very handsome effect. The light navy blue finish, with black head, which was the regular finish last season, will be continued as an option. A new set of semi-flush head fittings for this model has been designed to permit of the use of 5/32-inch balls, with ball retainers in place of the 1/8-inch balls furnished last season on this model, without ball retainers. An entirely new style of medium arch drop forged crown will be furnished on these models, highly nickelled and with light 7/8-inch fork sides. On the Pace Follower model the fork sides are straight, while on the Racer they are semi-straight, having only a 2-inch rake, which gives the wheel a very racy appearance and, what is particularly desired in a Racer, a short wheel base. The D. & J. crank hanger is continued in these models, and equipment is of the highest grade throughout.

The Road Racer is also finished regularly

in the new shade of amber brown, with milori green head. In the Pace Follower and Racer models the frames are striped, but the Road Racer models will be furnished without striping. In the latter a new drop forged fork crown is furnished in place of the two-plate crown furnished on the 1904 model. Into this new crown are fitted 15-16-inch seamless forksides, curved with 2 1/2-inch rake. On the Pace Follower and Racer models the sides are finished with a special bayonet design, nickelled, and on the Road Racer the same special bayonet design is furnished, enameled.

A noteworthy fitting used on these models is the Reading pinch binder (patent applied for), which was first used this year. It is fitted in the top rail of the frame, in front



READING STANDARD PINCH BINDER.

of the seat-mast tube. A reinforcement of exceptional strength is fitted at the union, and through this the binder is fitted. A slotted steel collar is fitted in the seat-mast tube and projects over it in a highly nickelled rounded top. The bolt, square-headed and of depth sufficient to permit proper use of wrench, in engaging the conical nut, on opposite side of frame, draws the interior block against the slotted collar which firmly engages the seat post.

The usual high grade equipment that has characterized the Reading models in the past has been retained. On the Road Racer it includes Persons' saddles, Star pedals and Kelley or Hussey handlebars.

The Thoroughbred motor bicycle has also come in for its share of improvements. Hereafter the compensating sprocket will be furnished regularly, instead of as an extra. Both a tandem attachment and a side wheel attachment will be supplied. A stop cock is fitted to the gasoline tank so that the latter can be emptied or a small quantity of gasoline drawn off. The finish is similar to that used on the highest priced pedal driven machines. Heavy connecting rods will continue to be used as supports for the forks, thus materially strengthening this very important point.

An English cycle paper predicts that 50 per cent of the 1905 bicycles will be fitted with variable speeds.

HEDSTROM IS HONORED

"Decorated" and "Diplomaed" by the St. Louis Exposition for his Inventions.

Oscar Hedstrom has been "decorated." He had not expected anything of the sort, and what he said when notice of his honors reached him is not recorded. But he is such a retiring and rather taciturn chap, it is reasonably certain that his comment was at least of passing interest. Hedstrom's decoration is in the form of a silver medal and diploma awarded by the Superior Jury of Awards of the Louisiana Purchase Exposition in token of the merit due him as the inventor of the Hedstrom engine and carburetter and of the general excellence of the Indian motorcycle, which, it will be recalled, was given the only gold medal awarded to motorcycles.

This recognition of the inventor, as well as his product, is one of the graceful acts that marked the management of the St. Louis Fair. The silver medal, the jury states, is the highest award it is within their power to bestow. It took Hedstrom very much by surprise, but that he is worthy the honor there will be quite general agreement.

Where High Prices Still Rule.

Comparatively high prices still rule in the land of the kangaroo. Writing from Castlemaine, Australia, a tradesman says:

"Cycles sell from £18 to £25 (\$90 to \$125) to the customer. Nine-tenths of the trade done is on the hire system. B. S. A. cycles fetch from £11 to £22 10s. Cycles built of American parts (assembled in the states) sell from £10 upwards. Colonial-built cycles (of reputation) are scarce at anything under £10, the public believing, and rightly so, that only the more inferior material is embodied in their construction. Boy labor in the factories (so called) is very prevalent, especially where the cycles are a cheap grade.

"The great trouble in the trade is the ever-increasing number of second-hand cycles which seem to be in hand in all depots. How to dispose of them to the best advantage is a burning question, and very low deposits are accepted for them on the time payment system. At this time of the year trade is beginning to brighten up a bit, and a couple of months will find us 'up to our neck' in it. We believe that the coming season will be right up to any of its predecessors as regards sales."

Mitchell Increases Capital.

Amended articles of incorporation have been filed with the Wisconsin Secretary of State by the Mitchell Motor Car Co., of Racine, maker of the Mitchell motor bicycle. The new articles, which are signed by William M. Lewis, president, and G. V. Rogers, secretary, increase the capital of the company from \$300,000 to \$500,000.

HOW TO HOLD EXPORT TRADE

Australlan Jobber Points the Way in Language Not Easily Misunderstood.

History is apparently repeating itself in the case of British makers and the Australian market, as the latter is passing from the grasp of the former just as did the American market a decade ago. From once almost monopolizing the country "down under," British machines are now largely outnumbered by those made in Canada and in this country, British made is no longer a name to conjure with, and British imports into the country are becoming smaller each year.

In one of the English cycle journals, the *Cycle Trader*, the cause of the decline is being discussed. An ex-Australian tradesman has related his experiences at some length, extracts from his letter having appeared in these columns a few weeks ago. His contentions were replied to by an English maker, and now the Australian returns to the charge and gives some very damaging testimony in support of his case. Briefly, his charge is that British makers are both stubborn and stupid and also exceedingly careless, to put it mildly.

"In my previous letter I stated that my experience served to convince me that English manufacturers were losing their grasp of the cycle trade out in Australia, I considered the causes were their obstinacy in adhering to conservative methods and ideas, etc., and I gave specific instances. That they are allowing trade to slip away, anyone who has of late years travelled over parts of Australia very much (not in trains), especially the north and central east coast, are speedily convinced," he says.

"The large number of American and Canadian cycles that are seen on the roads in proportion to those of English manufacture are very noticeable, and if you are an English-thinking man you begin to ask the reason why. If you are in the trade, the fact is brought home more forcibly to you.

"I have been selling cycles and accessories in Australia for eleven years (since 1892), and over a territory in which several Englands could be lost. I am convinced that you at home are losing touch, and the causes are not far to seek. My own experience goes to show that English manufacturers through inattention to details of our orders, and reluctance to put themselves out of their way, subject many Australian dealers to pinpricks, petty annoyances and needless expenses, which are alienating those dealers from them. Where that is the experience of one, it is reasonable to think that there may be others. That there are others I have had abundant proof, for as I did the Queensland coast periodically, also the back country, and along the western lines, canvassing for orders on my own account, I was thrown in touch with many agents whose experiences were identical with my own. Being born

of English parents, and born in England, my preferences were toward the products of my mother land, and I succeeded in selling English machines alone until I was in a position to import for myself. Previously to that, as I know now, the other fellow had all the trouble.

"When I started to import, then it was my troubles commenced. I have ordered one thing and got another, had a price quoted and had to pay more, and as, unfortunately, the drafts had to be accepted before the invoices or shipping documents fell into my hands, I had in most cases to practically pay for the goods before I had seen them. Then I would find all sorts of things wrong, and, as I had taken delivery, and the bills had been accepted, I could not afford to stand out of my money until the manufacturer had satisfied my claims, especially as in some cases they flatly refused to believe me. Let me give you a few instances of the way some English manufacturers treated me (and treat other Colonials as well). A maker whose brand stands for good goods the world over, and has been in the trade in England for the past twenty years and more, had some of my orders. From them I have had full roadsters come with $1\frac{3}{4}$ rims on front and $1\frac{3}{8}$ on rear and fitted with $\frac{1}{8}$ -in. roller chains, $\frac{1}{2}$ -inch pitch. I had to discard the chains and rob stock of sprockets stronger, and I dare say chains and sprockets are there now. Where is my profit?

"This is not only one isolated case; no, it was common. I would order tires to suit the machine, and would get $1\frac{3}{4}$ tires and $1\frac{1}{2}$ rims. I have ordered certain brakes, and they have come, not fitted instead of fitted as per order, and when we went to fit them the clips were too large for the tubes. I say truly also that I have never yet had a shipment of English machines where they were all perfect. No; I would get, say, two or three out of six; and once six out of eight were blistered and otherwise badly enameled, and when I complained I was calmly told in one instance that they had most likely been packed too near the engine room on the steamer, and one firm of repute here flatly denied that it could be so, and absolutely refused to believe my statements. I have their letters with me here. However, what was I to do? Yes, I had my remedy, and after giving the firms sending the goods a chance to make reparation, and failing to get it, I applied my usual remedy—dealt somewhere else.

"Just another instance—although I could fill your paper with innumerable similar complaints, experienced by myself and others. Thinking to extend my plating plant, I ordered about £160 worth of goods from a leading English house of plater supplies through their traveller. This firm has a branch out there. Drafts arrived, honored; goods arrived, then I found some things missing altogether and not replaced, and other things changed for something different. Now, the articles were agreed upon in the order and a price for each. I complained,

the shortage was acknowledged, and after three months correspondence a credit of 25s. was passed to me where I had estimated I had lost £10 on the deal. But wait. As I did not owe them anything, they then owed me 25s. That is two years ago, and I have not got value for it yet.

"They asked for more orders. I wrote: 'Perhaps, when you send along the 25s.' I sent the credit by a friend to get value for it or goods. They said they did not know anything about it. I wrote to the head office, but got no reply. The consequence: American plating material and supplies have been used in my plating room since, and my successor warned off that firm.

"I have that credit note here with me. So determined was I not to sell anything but English-made cycles that once I took a stand and made up my mind to give them a twelve months' trial alone. I never sold a new machine that year but was English made, and I lost money, and I was forced to drop them. Why? The machines were strong enough, but I could never get what I wanted and plainly ordered, and I had to sell badly finished machines at a reduced price to get rid of them, and I was left with a lot of sundries I never ordered, or, rather, of sizes I had never ordered, and I was forced to think that some English manufacturers' business morals were not as sound as the material they put in their goods.

"I say again, I have not had nearly as much trouble with American and Canadian firms as I have had from the English firms. When I wrote home to England and asked for quotations for machines higher in the bracket by an inch at least, I was told that it necessitated making expensive alterations to existing plant, and that they preferred not to quote, but they could do me this, that, and a lot more. I wrote to a Canadian firm, and they gave me a quotation and got the order.

To Check Cycle Stealing.

The great increase of bicycle thefts in England has inspired one enterprising British firm to introduce an explosive burglar alarm for bicycles that certainly ought to protect all machines fitted with it, if any demand for it is found. The device is attached to the front forks of the bicycle, and the alarm set by the owner before leaving the machine and instantly released when required again. When the alarm is set and the machine is wheeled two or three yards, a spring is released by a trap on the wheel and a big cartridge is exploded, which gives a report loud enough to frighten the thief and warn the owner if within 300 yards' distance. The device is finished in colors corresponding to the enamel of the bicycle, and is said to be hardly noticeable.

Hartford's Bid for Coast Trade.

The Hartford Rubber Works Co. has purchased the plant of the Williams Rubber Co., at No. 118 East Ninth street, Los Angeles, Cal., and will continue the establishment as a branch house. H. O. Harrison, former manager of the place, will be retained in that capacity.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

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WHAT YOU GET FOR YOUR MONEY IS AS
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May 24, 1904.

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E. F. HAMMOND.

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THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, DECEMBER 17, 1904

Weight Reduction of Motorcycles.

In considering the much discussed subject of weight reduction in motor bicycles, one important factor which has a very considerable bearing has escaped mention—that is, the use of special steels. In the automobile industry the same effort to reduce weight is apparent, and, as Mr. Henry Souther points out in the Motor World, while the weight of the machine is not of vital importance on the level, the moment hill climbing begins every pound of weight counts seriously against its performance—it represents just so many foot pounds. On the level a pound is carried along and does not increase the wheel and road friction appreciably. Going uphill, however, it not only increases the running friction as it does on the level, but it takes just so many foot pounds of work to raise the machine.

It is Mr. Souther who directs attention to the use of special steels as a means of weight

reduction. As he states, there is too strong an idea among manufacturers that steel is steel, and that strong steel is brittle steel. It is hard for them to believe that high carbon steel and nickelled steel and special alloys can be furnished by reliable manufacturers that will be two or three times as strong as anything they have used and which is as tough, if not tougher. As a matter of fact, it is not always the toughest steel that will stand the strains put on it by a motor. It has been demonstrated time and again that soft steel, like .10 carbon, will not stand repeated shocks and strains as well as a higher carbon which is not considered as tough.

Mr. Souther instances the crank shaft as a part of a motor that is called upon to resist alternate stresses under shock to an unusual degree. If the bearings are tight and well adjusted the strains are bad enough, but the moment the crank bearings become worn and loose the punishment on the crank shaft is about the same as if a lot of triphammers were working at it. If, as he points out, a maker has had no trouble with his crank shafts, using ordinary machine steel, it is undoubted that he can reduce the weight of the shaft by the proper use of special steels that are to be found in the market with a little extra trouble. Heretofore the big steel manufacturers have been too busy with large orders to bother with the relatively small ones tendered or that might be tendered by makers of motors. There has been a change of front, however, on the part of the steel men, and at least two of them are now positioning themselves to meet such demands, and, in fact, to devote special attention to them.

It will be well for manufacturers of motorcycles to interest themselves and keep in touch with this movement. It holds hope of not only better machines, but lighter ones.

In considering weight reductions it is also well to bear in mind what Mr. George N. Rogers pointed out in last week's Bicycling World—that the system of transmission has a great deal to do with the subject. The idea that a big motor which adds to the weight of every part is the chief requisite has been pretty well exploded, and it is time the fact was recognized. The incentive for Americans to apply themselves seriously to the production of a really light motor bicycle should be strengthened by the appearance of the seventy-one-pound Humber creation. If American manufacturers purpose competing for foreign trade, they cannot afford to lose sight of the lightening effort which is gaining ground in England, and which has pro-

duced such a notable example as the Humber instanced.

The Week for "Hard Licks."

Next week is the week when the cycle dealer who has any idea of obtaining Christmas trade will put in his hardest licks.

If he has already advertised bicycles as suitable gifts he will repeat the advertisement in even more generous space; if he has issued a circular letter on the subject, he will issue another; if he has not embellished his show window he will proceed to embellish it; if he has not kept open nights, he will now keep open, and will not be fearful of having every light in his place burning brightly. He will appreciate that it is the time to keep the juvenile models to the fore, while not keeping the adults' machines entirely in the background.

Christmastide is the one midwinter opportunity that offers to the cycle trade, and the dealer in whom the shopkeeping instinct is really alive should make the most of it.

Concerning Two-Speed Gears.

Desirable as it undoubtedly is to offer a wide—practically an unlimited—range of choice in the ratio between the high and the low in two speed gears, there is a point beyond which it is not commercially practicable to go. Extremes, such as appeal to only a very small number of riders, must necessarily be left out of the calculation, and the great mass of riders who want neither an abnormally high nor excessively low gear catered to.

The communication in another column from Charles La Rue deals with this illiberal policy, as he doubtless deems it, and reviews the whole field of variable gears in a manner that is at least frank and novel.

No more complete misconception of the reasons for the existence of a variable gear can possibly be conceived than is disclosed by Mr. La Rue's letter.

To begin with, our correspondent ignores utterly the accepted conception of the function of a variable gear. Such gears owe their existence to the belief—knowledge is the word nine out of ten cyclists would use—that on hills, against the wind and on soft or heavy roads a reduction of gear—if the regular gear is at all suitable to other conditions—is desirable. Mr. La Rue assumes just the contrary. The ordinary gear is what he would have for the low of a variable gear, and he would increase the high. "The lower speed must be nearly what the rider would

choose in an ordinary single speed gear," he says. If this means anything at all, it means that if a rider uses a single speed gear of, say, 80 inches, and he wants to change to a two speed gear, the best combination would be an 80-inch for the low and somewhere in the neighborhood of 100-inch for the high.

Neither the hills nor the ability of the rider should be considered in selecting a low gear, asserts Mr. La Rue. In "ordinary riding" on hills he could not keep up with companions using the average one speed gears unless he used his 101-inch high gear in place of his 68-inch low one. Let us examine this contention. To surmount a hill Mr. La Rue must exert a certain amount of power. So far as that power is concerned, it makes no difference whether he uses cranks 5 inches or 10 inches long or a gear of 50 inches or 100 inches. The same number of foot pounds of pressure must be brought to bear on the pedals, and it is only the manner of application that can differ. On a level or down grade a long crank and a high gear afford the ideal method of power application. On an up grade the long crank is equally advantageous, but the high gear is just the other way. This is because the power of the rider is limited. He cannot propel his machine as fast uphill as he can down, for in the former case he has to lift it in spite of gravity, while in the latter gravity works for him and he has only to aid it. Now, it is a well established mechanical fact that a number of relatively weak but oft repeated impulses exerted on, say, a crank shaft, will accomplish more than the same power exerted in one long impulse. The principle is illustrated in the crane found in any shop or on any wharf where heavy bodies have to be lifted. One man can lift a weight by turning the crank and exerting his power through gearing reductions, which he could not budge if the gears were removed. So with a bicycle rider. He can surmount a hill at an ordinary pace with a 68-inch gear at the same speed as he could with a 101-inch gear. It takes, in round numbers, 50 per cent more power to make one revolution of the cranks on the latter, and it is obvious that by exerting the same amount of power the cranks of the machine with 68-inch gear can be revolved one and one-half times, and both machines will be driven the same distance. It therefore resolves itself into a question of application of power. When one and one-half revolutions are made with the 68-inch gear against one revolution with the 101-inch, more sustained power is applied and the dead centre becomes a lesser evil.

To contend that a hill cannot be climbed at an ordinary pace on a 68-inch gear while it can on a 101-inch is either to demolish the laws of mechanism or to proclaim one's self abnormal. To put forth such a theory—differing, as it does, radically and wholly from the accepted standards—without an iota of reliable or uncontested data, is to essay a task commensurate with that of setting back the hands of the clock.

WANTS HIGHER LOW GEARS

Here's a Rider with Some Peculiar Notions Regarding Two-Speed Devices.

Editor of The Bicycling World:

I wish to offer some possibly interesting suggestions regarding the selection of two-speed gears.

My experience leads me to the conclusion that the lower gear of a two-speed chainless cannot be used if lower than 5 or 10 below the single gear of the companion wheel in whose company it happens to be ridden.

The lower gear, of course, is not intended for levels or down grades, and on the up grades or hills the accompanying single-gear wheel is always ridden at the rate which its rider finds easiest for that ascent, and that rate is one which the two-speed rider cannot follow on his lower gear if it is smaller than 10 below the gear of the pace-setting wheel. Not speaking of scorching, but in ordinary riding, the rate at which the rider of any particular size gear finds it easiest to climb any particular hill depends directly on the size of the gear—i. e., the larger the gear, the faster the rider finds it expedient or necessary to climb the hill. The courtesy of waiting is never extended during the ascent, but only after the top is reached, and as the average rider will not frankly submit to dropping clear behind, he foregoes the use of his lower gear at the only time when he would expect to use it. If several ride together, the hill-climbing pace of the company is about the rate at which the hill would naturally be climbed by a gear three-fourths of the way up from the lowest toward the highest gear in the crowd. I selected the largest lower gear offered by the manufacturer of the two-speed chainless, a 68 (combined with a larger gear of 101).

I have endeavored to ride it in company with average riders of single speed gears in use in this locality, such gears ranging from 84 to 105 and averaging among themselves perhaps 90; but I have been unable to use the 68 at all anywhere except for about a hundred yards on each hill, before I begin to be so noticeably left behind that I have to change to the 101 gear to keep up. I therefore believe that in selecting the lower speed of a two speed gear, that the rider should not examine either the hills or his own ability, but must examine the sizes of single gears in whose company you will ride, and must select a lower speed within 5 or 10 of the gear that is to make the pace for him up hill; for if he does not do so, he will find himself with a gear that he can only use when alone. Or, if others are with him when he begins to use it, he will soon be alone. The hill climbing utility of a very low gear, if ever claimed for companionable riding, is a myth. While the largest low gear offered by this manufacturer of two-speed wheels (68 gear) may possibly be large enough to keep the hill-climbing pace of the average accompanying single-speed gears in use in very hilly regions; yet I believe it to be so small as to be practically useless when in the company of average gears in use in a reasonably level country, such as that surrounding New York City. Irrespective of the ability of the rider, the only serviceable lower gear for companionable riding in this locality, I believe, must be well above 70 (I think, probably above 80), or it cannot keep the pace up-hill, either in ordinary riding or in scorching.

I hope that I have shown that the selection

of the lower of the two speeds is not a matter of discretion, but is absolutely determined by the size of accompanying ordinary single speed gears or ratchet wheels, and that in a reasonably level country it must be well above 70, probably above 80, or else be useless. In other words, the lower speed must be nearly what the rider would choose in an ordinary single speed gear. On the other hand, the choice of a larger gear to be combined with it is largely optional. But as the ordinary single speed gear, when used, is always a compromise (between a smaller gear desirable for the more difficult riding and a larger gear for the easier work), it follows that the larger part of a two-speed gear should always exceed the size which the rider would have chosen for a single gear, and should even considerably exceed it, because, owing to the necessity above discussed of having the lower gear large enough to keep the pace with accompanying single speed gears, the low gear must ordinarily nearly equal the size desirable in a single speed gear, and to secure a noticeable change from the lower speed, the higher speed must differ from it considerably, and as the lower speed and single speed must remain nearly equal, it cannot differ to any great extent without very considerably exceeding what would be the normal choice of a single speed gear.

It is obviously unnecessary for me to point out the absurdity of a certain manufacturing concern, in offering no larger options on its two-speed gear than it is offering on its single speed gears. In an attempt to explain this absurdity, this concern merely replied that excessively high gears had injured the cause of cycling which (probably unprovable) claim referred only to single speed gears, where (unlike the two-speed gear) there was no easier alternative at hand for use in the more difficult parts of the riding. Though the epidemic of high gears may have been an erratic final manifestation of wheeling as a fad, yet I doubt that it was the cause of the decline of the fad, though I admit that the "business" has frequently used this argument as an attempted explanation in efforts to revive the fad. Moreover, those who talk of "excessively large gears" are prone to preserve the security of abstractly refraining from the danger of concrete numbers, and do not state what they consider excessive. The catalogue of the above mentioned concern in its regular equipment offers a higher gear, six-seventeenths larger than the lower gear. I think this a conservative difference between them which might safely be exceeded. But applying that ratio to my above argument and assuming that in a reasonably level country the lower gear should be at least 80, then (at this ratio of increase six-seventeenths) the larger gear should be 108. I have said the choice of the larger gear was discretionary, but I presume it should exceed this ratio of difference.

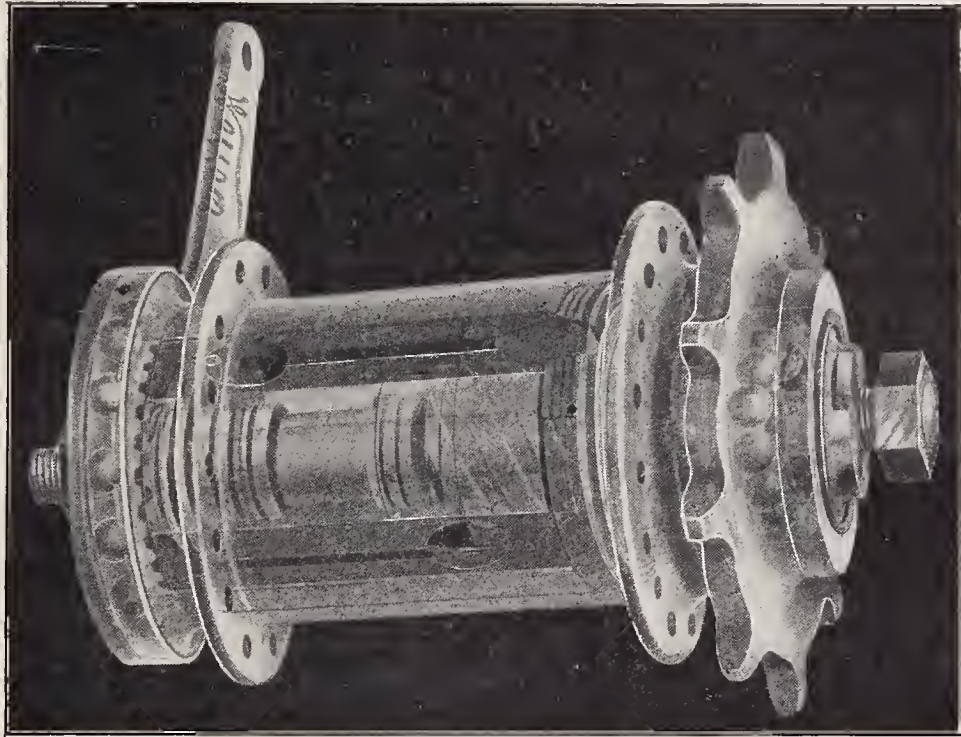
The gist of my entire line of reasoning set forth above is that because low gears cannot keep pace if much smaller than the gears of companion wheels, that therefore the lower gear chosen must approximate the size of the ordinarily chosen single gear, and the larger gear to be combined with it must then (within discretion, but at least very considerably) exceed what would ordinarily be chosen as a normal single gear. Such suggested selection gives the rider using this (nearly equal) lower gear an equal chance or a slight advantage over his single speed companions during up-hill work, and in using his larger gear on the level or down grade riding, he has the decided advantage over the single speed riders of being relieved of making his feet fly around so objectionably fast.

CHARLES LA RUE, New York.

THE JOY

of the users of the

MORROW COASTER BRAKE



is not confined to the holiday season. It is spread over the whole twelve-month. And that it is real joy, all its users know only too well. There are few pleasures comparable with that exhilarating rush down hill with a full sense of security. Its security is one of the MORROW's features. It is accentuated in the 1905 Model.

ECLIPSE MACHINE COMPANY, - Elmira, N. Y.

The 3 Juries at the St. Louis World's Fair,

consisting of the ablest consulting
and mechanical engineers of
Europe and America,
were unanimous in deciding

THE RACYCLE

*to be the most perfectly constructed and easiest running
bicycle made in the world, and awarded THE RACYCLE
the only GRAND PRIZE given in the bicycle class.*

Think what this means to a dealer in trying to make a sale.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio.



THE OLD RELIABLE GENDRON AND RELIANCE BICYCLES

will be just as desirable and just as reliable during 1905 as they have been for the past eighteen years. If you seek bicycles that have stood the "test of time," write us.

SPECIAL FOR HOLIDAY TRADE.

Our line of Juvenile Bicycles are the sort that appeal to dealers and tickle the youngsters.
Are you familiar with their prices and particulars?

GENDRON WHEEL COMPANY, - - Toledo, Ohio.

SPRINT WINS SIX-DAY RACE

Root Toys with Stol and Wins Handily—
Gougoltz also Beaten in Final Dash.

THE FINAL SCORE—142 HOURS.

| | Miles. | Laps. |
|--------------------------|--------|-------|
| Root-Dorlon | 2,386 | 6 |
| Vanderstuyft-Stol | 2,386 | 6 |
| Samuelson-Williams | 2,386 | 5 |
| Keegan-Logan | 2,386 | 4 |
| Krebs-Fogler | 2,386 | 3 |
| Gougoltz-Breton | 2,386 | 3 |
| Turville-Mettling | 2,385 | 9 |

The record is 2,733 miles 4 laps, established by Miller-Waller in 1899. The score of Walthour-Munroe, winners of the race a year ago, was 2,318 miles 3 laps.

As was prophesied by the *Bicycling World*, and as all the world already knows, the Root-Dorlon team won the six day race which ended at 10 o'clock last Saturday night in Madison Square Garden. Vanderstuyft-Stol, without any question the best pair of foreigners that have competed in the contest in recent years, were second. These two teams were tied up to the last minute, and the race was decided by a one-mile sprint between Root and Stol. Though Stol is said to have a victory over Walter Rutt, the great German sprinter, to his credit, he was no match for the smiling blond youth who two years ago ran amateur champion Hurley to a tie for the "simon pure" title of 1902.

Third place went to Samuelson-Williams, as they were but one lap behind the leaders, and fourth place was gained by Keegan-Logan, through their successful lap stealing exploit between 1 and 2 o'clock in the after-

noon. Fifth place went to Krebs-Fogler, after the Newark "Flying Dutchman" had proved his quality by outgeneraling and out-sprinting Breton in their special match at one mile, which was run after the tie between the two leaders was decided. The defeat of Breton by Krebs left Gougoltz-Breton in sixth place, and Turville-Mettling secured seventh place, as they were the only remaining pair in the contest at the end.



ROOT AND HIS SMILE.

The three teams who composed the rear guard—Palmer-Agraz, Downing-Limberg and Dussot-Mazan—wearied of their hopeless task and retired from the contest between 2 and 3 o'clock on Saturday morning. They had all been lapped repeatedly and had no chance whatever for any of the seven prizes.

Though the finish of the contest was witnessed by an immense throng of spectators, there did not seem to be quite as many present as there were at the finish of the race a year ago. This, no doubt, may be largely owing to the fact that seven teams were tied up to the last minute of the contest last year, and it was by no means a foregone conclusion that any one of the pairs had much advantage over the others. The finish of the contest which ended last Saturday, however, had been discounted many hours before the affair was actually ended. Both press and public seemed fairly sure, and with very good grounds, that neither "Strong Man" Stol nor his partner, Arthur Vanderstuyft, would be any match for the wonderful speed that Root had shown from the very beginning of the race. The result proved how well founded these conclusions had been.

At five minutes of 10 all the riders were called from the track so the two leaders could settle their tie without any interference. Root was the first to make his appearance, clad in a new silk shirt, with broad black and gold vertical stripes. Stol soon followed, wearing the same Century Road Club of America shirt he had sported all week. Root was leading at the pistol shot, which denoted the beginning of the

last mile. Stol trailed along behind Root, while the latter kept a watchful lookout for a jump, turning his head first one side and then the other. At the end of the fourth lap Stol was about four lengths back of his opponent, and the gallery occupants were chanting "Root, Root, Root" in a deafening chorus.

Stol made his effort just before the seventh lap was finished. He rode high up the track and jumped down to the pole from the very top of the bank at the Fourth avenue turn. Root gave a few kicks and "tacked on" behind the young Hollander. He trailed him until just before the pistol shot for the last lap. He started to race around Stol on the Fourth avenue turn, and when they crossed the tape to begin the finishing lap, Root was a length and a half ahead of Stol. He put on more speed then, and when he went into the Madison avenue turn, swept down to the pole at least three lengths in the lead. He continued to widen the gap that separated him from Stol, winning by ten open lengths, with apparently more speed in reserve if it had been required. Stol sat up as he crossed the tape, while the building fairly rocked with cheers for his victorious opponent.

After Krebs had won fifth place for his team by jumping Petit-Breton and leading him over the tape by a length and a half, the riders were brought out and paraded around the track. Root and Dorlon were the first pair, and Root carried a bouquet of flowers. They rode around once slowly. Both Vanderstuyft and Stol carried bouquets and flags, and they went around twice, Vanderstuyft with a Belgian and Stol with an American flag. Samuelson and Williams then came out, and when the latter lagged behind, Samuelson turned and beckoned him along-



JOHANN STOL, OF HOLLAND.



ARTHUR VANDERSTUYFT, OF BELGIUM.



JEAN GOUGOLTZ,
OF FRANCE.



PETIT-BRETON,
OF ARGENTINA.



EMIL AGRAZ,
OF MEXICO.



PEDLAR PALMER,
OF AUSTRALIA.

side. The fourth pair, the "Irish Team," Keegan and Logan, received almost as much applause as the victors. Krebs and Fogler had disappeared, so Gougoltz and Breton, clad in Tiger Wheelmen shirts, were brought out, Breton proudly displaying an immense bouquet.

There was intermittent sprinting all day, but the real excitement occurred just after 1 o'clock in the afternoon. Krebs began the sprinting, but after Fogler had relieved him, a tire on Fogler's machine burst, and it seemed as if the sprinting was over. Keegan suddenly jumped from the top of one of the banks and kept going until he had gained about a quarter of a lap. Logan took his place, but lost some of the advantage Keegan had gained, so the latter went out again. He increased his lead, and again Logan relieved him. Logan did better this time, but retired after a while to allow Keegan to complete the task he had begun. His work was cut out for him, as Breton did all in his power to overtake him. Keegan was not to be denied, however, and when he finally made his gain sure by taking the lead, the Irishmen present, and there were many, did some yelling that would have turned a football crowd green with envy. The accompanying pictures of the foreign riders are published by courtesy of "The Globe."

American Champion Frank L. Kramer made a new unpaced world's record on Saturday evening, covering a quarter of a mile in 24 1-5 seconds. The former record of 24 4-5 seconds was equalled by Kramer four times during the week, and has stood for several years. In the afternoon Kramer rode a mile, paced by Gussie Lawson's motorcycle, in 1:43 2-5. W. S. Fenn won the mile handicap

in the afternoon from scratch in 2:02. Oscar Schwab (80 yards) was second, and W. R. Lee (60 yards) was third. Charles Hadfield won the half-mile handicap at night from 40 yards in 59 1-5 seconds. Oscar Schwab (30 yards) was second, and W. S. Fenn (scratch) was third. Caldwell, Hopper, Lee, Schreiber, "Pedaller" Palmer and Agraz also competed in the handicap event in the evening.

There was quite a gathering of the clans when the six-day riders were paid off last Monday at the Bartholdi Hotel by P. T. Powers and Harry Pollok. Root and Dorlon were doing a "stunt" at a theatre, and their money was collected by Dorlon's father. The amount due each team was as follows: Root-Dorlon, \$1,500; Vanderstuyft-Stol, \$1,000; Samuelson-Williams, \$750; Keegan-Logan, \$500; Krebs-Fogler, \$350; Breton-Gougoltz, \$250, and Turville-Mettling, \$150. In addition to their prize money, each team received a liberal expense allowance for every day they remained in the contest.

After all of the others had been settled with the "quitters" were sent for and paid off, some of them receiving even more money than they were entitled to. A notable absentee was Robert Walthour. He saw Mr. Powers on Sunday, and, after collecting his own money and most of Munroe's, he left for Atlanta on a noon train. He was much missed on Monday, particularly by J. Frank Galvin, Robert Schultz and Robert Acker. He had engaged the trio to help Frank J. Cadwell care for himself and Munroe, but none of them received their salaries from the "Fallen Idol."

The Bedells provided the only discordant note in the prevailing harmony. John Bedell told one of the trainers that he proposed to

"get all or nothing." He did not get "all," and breathed dire threats of suits against the promoter. Menus Bedell said he was going into automobile racing, and his older brother also announced his retirement from cycle racing. Whether or not the famous "Sleighride Brothers" will retire remains to be seen.

All of the competitors in the six day race except Keegan used regular sprinting bicycles this year. The Lowell Irishman insisted on riding a pace following machine with straight front forks, as both he and Munroe did in last year's contest. The gears used by the men varied from 92 (used by Sulkins-Rockowitz) to 126, which Gougoltz used on the last day. Hugh MacLean tried 88, but soon changed it for 96. Most of the men used 100, which is declared to be the best for six day racing by the veteran trainer, John West. Of the 41 machines which the Pope Company had in the race, 15 frames were very badly damaged and 28 rims were smashed in falls.

Persons' racing saddles were used exclusively by the Americans and also by some of the visitors. There were no saddles padded with rags or cotton used this year. Palmer tires had the call, though several of the survivors used Diamond tires the last two days. The Root-Dorlon and Krebs-Fogler teams used Diamond tires from Friday morning, though both Root and Krebs rode light French racing tires in their finishing sprints. There were fewer chain breaks than usual, as the 3-16-inch size was used exclusively. Fogler was the champion "accident" rider, as he used up six pairs of tires during the week. He broke five rims in two hours on one day.

ONE YEAR FOR WALTHOUR

Wholesome Sentences Given to Other Quitters Also—Few May Pay Fines.

With a most gratifying and somewhat unexpected display of official backbone, the N. C. A. Board of Control has determinedly "sat upon" the ten riders who quit the six-day race because they were not allowed to run it to suit themselves. As a result the "quitters" will occupy seats on the "mourners' bench" for periods varying from six months to one year. Clemency is extended to some of them, in that they have the option of paying fines, but the ringleaders have received no mercy, and must serve out their sentences. It had been understood that the quitters were to be kept in the dark regarding their fates until the annual meeting of the N. C. A. during the first week in February, but the following announcement was sent out this week by R. F. Kelsey, of Boston, chairman of the Board of Control:

"The Board of Control of the National Cycling Association, after careful consideration of the cases of the insubordinate riders at the recent six-day race at Madison Square Garden, has decided to inflict penalties immediately instead of waiting for the annual meeting in February. The action of the board is as follows:

"Robert Walthour, Atlanta, Ga., and James F. Moran, Chelsea, Mass., suspended for one year.

"Otto Maya, Erie, Pa., and James B. Bowler, Chicago, Ill., suspended for six months.

"Hugh MacLean, Chelsea, Mass., suspended for six months or pay a fine of \$100.

"Nat Butler, Cambridge, Mass.; Jed Newkirk, Chicago, Ill.; Menus Bedell and John Bedell, Lynbrook, Long Island; Bennie Munroe, Memphis, Tenn., suspended for six months or pay a fine of \$50 each."

This will give Walthour an opportunity to accept one of the many offers that have been made to him to go into business in Atlanta—if the offers still hold good after the exhibition he made of himself last week. Moran has been called the "Chelsea Milkman" for many a day, and will now have time to follow his former route. Maya will probably return home and help his father run his hotel, while Bowler has threatened to enter the automobile racing field, and will now have an opportunity of doing so. Most of the others will probably pay their fines and promise to "be good."

Walthour Again in Eruption.

Robert Walthour is sputtering again, this time in his own home place, Atlanta, Ga. The announcement of his sentence caused his most recent eruption. Denouncing the N. C. A. as "a lot of grafters," he proclaims that the American Cycle Association will be organized to "fight it to the death." The ten "quitters" of the six-day race will form the inspiring axis of the A. C. A., and they will "shortly hold a meeting in Boston to elect officers," Walthour claims that the Revere

Beach track will be opened to them, and that Boston newspaper men will come to the assistance of the "soreheads."

McFarland's Suspension Raised.

Floyd McFarland has succeeded in "raising" the three years' suspension which the League of New South Wales Wheelmen placed upon him for what was considered foul riding in the Sydney Thousand last March. Six other riders were suspended at the same time, among them being Hardy Downing, of San Jose, Cal., whose sentence was one year. News of the favorable action in McFarland's case was received this week in a letter to a personal friend of the Californian. The letter further said that McFar-



NEW YORK BRANCH 214-216 WEST 47TH ST.

land had entered for the Sydney Thousand and the Austral Wheel Race, the two great handicap events which are run annually at Sydney and Melbourne, respectively.

Taylor Signs to Go Abroad.

Notwithstanding the fact that he announced his retirement from cycle racing for the s'teenth time last spring, and but a few short weeks ago threatened to enter automobile racing, "Major" Taylor has signed a contract to compete in Europe. Though he refuses to compete on Sunday, he apparently has no reluctance as to talking business on the last day of the week.

Coquelle is associated with Victor Breyer in race meet promoting in France, came here to report the six day race for a Parisian sporting daily newspaper. He and Breyer had made a contract with Walthour some months ago, calling for Walthour's appearance in France early next spring. As the Atlanta rider's suspension holds good abroad, he will be unable to fill his contract, and Taylor has been signed in his place. The Worcester negro will compete in both sprint and motor paced matches, and will sail for France on April 15. He has been matched to meet Frank L. Kramer on May 6 at the Buffalo Velodrome in Paris.

MILLIONS FOR GOOD ROADS

New York Highwaymen will Renew their Efforts to Secure Big Appropriation.

The New York Legislature at its coming session will be asked to make an appropriation of \$4,000,000 for the immediate improvement of highways in this State under the Higbie-Armstrong act and to again enact the bill which will authorize a \$50,000,000 bond issue for the carrying out of an extensive plan of highway construction devised by State Engineer and Surveyor Bond one year ago.

This programme was outlined by the Executive Committee of the annual Good Roads Convention of delegates representing the various boards of supervisors of the State, to be held in Albany on January 24 and 25. This Executive Committee represents 350 delegates from fifty-seven counties of the State, which are interested in road improvement, and it is the duty of the committee to prepare recommendations for legislative enactment.

Those present were W. Pierrepont White, Utica; Albert R. Shattuck, New York; Dr. Edward J. Bedell, Albany; S. S. Salisbury, Auburn; Charles T. Chamberlain, Elmira; F. B. Parker, Batavia; Arthur Warren, Rochester; Robert E. Gilman, Syracuse; Ira P. Cribb, Canandaigua, and John Gick, Saratoga county.

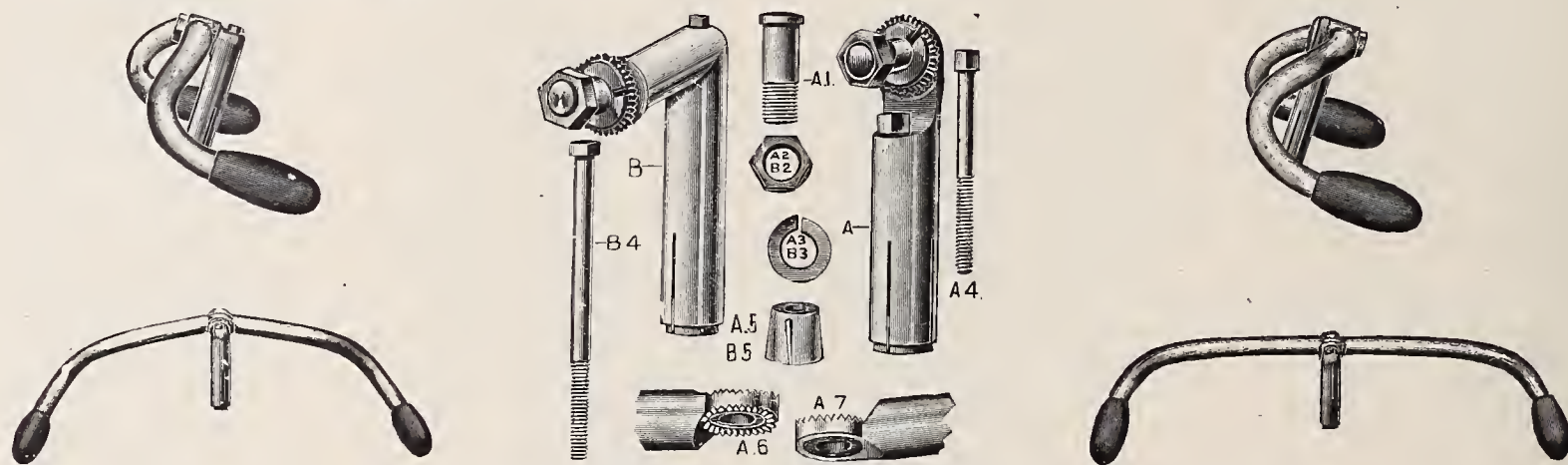
The committee in a statement issued says: "The report will ask for \$4,000,000 this year, as the counties have appropriated that much money. It will also ask the legislature to again pass the \$50,000,000 bond issue to build one mile in ten of all the highways in the State, making a State system of 7,500 miles. The bond issue has been discussed widely throughout the State before boards of supervisors, highway conventions, farmers' institutes and grange meetings, and wherever it has been explained has met with the approval of the people who want to develop roads leading to the present shipping centres."

Lawson Wins Twice in Melbourne.

Though Iver Lawson had not been off the boat very long before he rode his first race of the season in Australia, on November 30, at Melbourne, the new world's sprinting champion was not troubled by "sea legs." According to a cable, he won two scratch events, though Ellegaard and Walter Rutt declined to ride, as they said the weather was too hot. Lawson won the half-mile race by half a length from Farley and Pye, who finished in the order named. He captured the one-mile event by making just such a long sprint as he did in the final of the championship race at London. He finished three lengths ahead of Pye, while Farley was third. The world's champion received a very enthusiastic reception from the spectators.

KELLY HANDLE BARS FOR 1905

will retain the same principles of construction, proven sound by years of usage, but will employ heavier forgings and be marked by even greater refinement of detail and finish than ever before.



HAVE YOU OBTAINED QUOTATIONS?

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Still Adding to Our Line.

Our "ONWARD" tire is as near a guaranteed article as we can make it. Resiliency and wearing qualities both considered.

Our "BOULEVARD PATROL" thick wall tire is just what the trade wanted. Ask us for prices on these tires. Also, on "RARITAN," "PILOT," "DAISY," "MONITOR" and "SAFETY PUNCTURE PROOF."

Frame Guards, Umbrella Plugs, Repair Stock and Patching Rubber.

INDIA RUBBER CO., - - New Brunswick, N. J.

New York Offices: No. 253 BROADWAY. New England Branch: 97 HAVERHILL ST., BOSTON.
Western Branch: 540 WABASH AVENUE, CHICAGO.

PRINCE'S INDOOR CIRCUIT

Begins in Buffalo, but Veteran's Plans are Somewhat "in the Air."

John Shillington Prince, the most versatile and imaginative cycle race meet "promoter" of his age, has got going again. As was noted last week, he projects a series of winter indoor meets in this country and is as chock full of schemes as an egg is full of meat; likewise the ever bubbling Prince enthusiasm is on tap and flows forth in a rushing stream on the slightest provocation.

Already the tentative programme outlined in last week's *Bicycling World* has been knocked galley west. A rearrangement of the schedule has been made, and the "circuit" will start, if it starts at all, at Buffalo, on Monday, December 19, and continue there through the week. So much is definitely arranged. The 74th Regiment Armory has been secured, and President Batchelder, of the National Cycling Association, stated to a *Bicycling World* man on Wednesday that a sanction for that week had been applied for and granted. Arrangements have also been made, so Prince states, to put down the track. The lumber has been ordered and preparations made to put it down without injuring the floor; no nails will be driven in the latter, Prince says, and the track will be more nearly circular than the one at Madison Square Garden, and, of course, faster. It will be 12 laps to the mile.

The only doubtful point, apparently, is the matter of entries. Prince says, in that bluff, hearty manner of his, that they will all be there; and he intimates that the men are positively tumbling over each other in their eagerness to get in the band wagon. Pressed for names of those who have positively entered, Prince reels off a list which varies considerably nearly every time it is told. Kramer, Moran, Fenn, Root, Caldwell, Nat. Butler, Walthour—these were a few of the names given early in the week. Since the "secession" of the five six-day teams, however, the list is being revised. A "bunch" of new men is being secured to take the place of the defections necessarily arising out of the action of the six day "quitters." Walthour is no longer wanted, so utter is his fall from grace, Prince declares, but he would like to have some of the other "quitters," and he hopes the N. C. A. will be gracious enough to deal leniently with them so they can ride on his circuit.

Prince is very much in earnest in his present venture. He has apparently succeeded in imbuing the 74th Regiment people with some of his enthusiasm and in securing their hearty support for his scheme. The arrangement made is a workable one, too, as the Armory people assume responsibility for the meet and Prince merely acts as manager for them. They officer the meet, conduct the sale of tickets, boom the contests locally and, in short, stand sponsor for it financially and socially. All Prince has to do is to build the track, secure the men and give the races.

The matter of entries is the only one that seems to present any difficulties. There is a hanging back, or rather, a slowness in coming forward, just at present, and it must be overcome before anything can be done. Of the bonafides of the initial meet—that at Buffalo—there appears to be little doubt. Moreover, Prince has a potent argument, inasmuch as he is "well heeled." At Madison Square Garden this week he has been flashing a roll of real money that cannot help carry conviction. It is as big as his fist, and the outside bills, at least, are of the denomination of \$100.

It is Prince's intention to follow the Buffalo meet with similar ones at Albany, Troy, Omaha, Kansas City and other cities. Tentative arrangements have been made at all these places, armories being selected except in Omaha and Kansas City, and Prince shows letters which prove that the various cities are interested and ready to put on meets. Should the Buffalo venture prove successful, there is little doubt that a regular circuit will be carried through.

For the Midnight Races.

The Associated Cycling Clubs of New York will, as usual, conduct the midnight races to Yonkers and Tarrytown, the first of which will be started on the stroke of the clock announcing the New Year.

On the forthcoming occasion, however, there will be events for not only bicycles and motor bicycles, but for automobiles as well. The decision to include the latter was made at a largely attended meeting of the association on Monday night last, despite some vigorous protests and criticism. The idea that the race for automobiles would at least serve to cause comment and create advertising prevailed, however, an ironical suggestion of events for motor boats and airships failing of effect.

The race for bicycles will be more pretensions than usual, a Columbia bicycle being offered as a prize, in addition to the usual medals and cups. This race will be started at 12 o'clock sharp from the usual place, Fifty-ninth street and Central Park West.

The motorcycleists will be given the word a half hour later, and the automobilists, if any put in an appearance, at 1 o'clock.

St. Louis Calls for Lamps.

St. Louis has suddenly resurrected its ordinance requiring all vehicles to display lights after nightfall, and a rushing demand for lamps is the result. A number of arrests already have been made, but as the law is being enforced against not only bicyclists, but the users of all other carriages, there is no room for protest or fault finding.

Gibson Again Piles up Big Mileage.

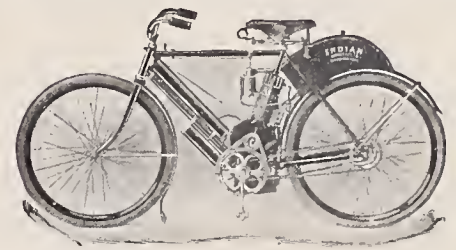
The first of the mileage reports for 1904 was filed this week—that of Dr. George B. Gibson, Westboro, Mass., treasurer of the Federation of American Motorcycleists. He rode his Indian motorcycle exactly 5,825 miles. Last year he totaled 5,800 miles, using the identical machine.

When the New York Police Dep't

finally decided to use motor bicycles,
they placed their order for the

INDIAN,

The Gold Medal Winner.



THE

SAME CAUSES

that have operated to make the Indian the

Most Popular Motor Bicycle in the World

brought the police order, as they operate to bring the orders of all men who consider well before purchasing.

For the second time, the hill-climbing championship of New Zealand was won by an Indian, on October 20th last. Three other American machines and six English ones tried for the honor. At home or abroad, it is always the same story—the Indian leads, uphill, downhill or on the level.

Are you on our mailing list? Our 1905 literature will soon be ready.

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,

THE BRUNETTE COMPANY
491 Mission St., San Francisco, Cal

NEW YORK AUTO SHOW, Stand 17.

CHICAGO, Stand 294.

MOTORCYCLING IN FALL

Causes that Induced the Old Timer to Deliver a Paen of Praise.

"I don't mind admitting," said one of the oldtimers as they gathered at the Talk Exchange, "that this last fall has been the first during which I enjoyed cycling to the full.

"Oh, you may open your eyes," he continued as smiles greeted his assertion, "but it is gospel truth, and I have the motor bicycle to thank for it—not that I have gone back on the good old push wheel, but even my love for it cannot induce me to place it in the same class as the motor bicycle for fall riding, at least not in my case, because I am one of the great throng of American unfortunates who are afflicted with a considerable touch of catarrh, and the moment the weather begins to take on a nip my catarrh begins to brew.

"I am all right in the summer months, but from October to May I am 'up against it.' It is a case of blow and spit almost continually during that period, and when pushing a bicycle the trouble is aggravated. I never was able to breathe through my nose like a lot of you fellows, and though in summer I could climb hills as good as the rest of you, as you well know, the first touch of winter usually set me back among the 'also rans,' not merely because I am compelled to breathe through my teeth, but because from the first time that I straddled a bicycle to the present moment I have never been able to buck the wind. It 'does me up' quicker than any other one thing, and after the frost is in the air the top of every hill brings to me not only heavy breathing, but a painful rawness of the throat, which seems almost to reach my lungs.

"This fall, however, was one of unalloyed delight. I really laughed at hills and head winds; I went out of my way to meet them, and was able to go up with a straight back and a closed mouth and able also to keep my handkerchief in my pocket at least three-fourths of the time—in fact, as I said at the beginning, I never so thoroughly enjoyed fall cycling in my life; and, between you and I,

not for several years have I ridden so much during the late fall and early winter.

"Oh, yes, and there is one other advantage of the motor bicycle that I have found," said the oldtimer with a half twinkle in his eye, "and one that appeals to me at all times of the year, but more particularly when the chill is in the air—that is, I don't have to get up at daylight to go anywhere. I like my bed as well as the next fellow, and, except in the heyday of my enthusiasm, it was always an effort for me to drag myself out in time to attend a club run, and you all have to admit that to go any considerable distance it is necessary to make an early start. This year I was able to leave the house at 9 or 9:30 and do my little eighty or ninety miles before suppertime without a quiver."

Winter Storage of Motorcycles.

In storing motorcycles for the winter, the advisability of "jacking up" the wheels should suggest itself. While bicycles can be easily suspended or turned upside down—and either of these procedures are desirable—the construction and greater weight of the motor driven article require other methods in order to relieve the tires of their burden. On those motor bicycles fitted with exhaust valve lifters, it is well to keep the valve closed in order that the spring may be relieved of tension during the months of disuse. It will tend to preserve the elasticity of the spring.

Connecticut's Wise Law.

Although it is not generally known, Connecticut has on its statute books a law covering the misuse of horses, boats and bicycles. The law in question is Section 1,232 of the Revised Statutes, which reads:

"Every person who shall wilfully take and use the horse, boat or bicycle of another, without his permission, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both."

There is talk of having this amended so as to include automobiles, but no steps have yet been taken looking to this end.

The League of Victorian Wheelmen has ruled that any rider or trainer who bets at a cycle race shall be liable to a fine and suspension.

GOOD ROADS IN SIGHT

Improvements in New Jersey that Will Bring Pleasure to Cyclists.

As the years go by New Jersey adds to its reputation as a State foremost in the work of building good roads. The roads near the seashore resorts have come in for a good share of attention, and plans have been formulated that will, if carried into effect, make Atlantic City more than ever a Mecca of wheelmen.

The decision of the Atlantic County Board of Freeholders to build a new road from Hammononton to the Burlington County line near Atsion, from which point there are good roads to Trenton and Lakewood, thence to Jersey City, is one of the plans referred to.

The road is one of several important highways to be built at public expense during the coming year. The county board has definitely decided to build the proposed boulevard, 100 feet wide, along the edge of the mainland from Absecon to Somers Point, at a cost of \$50,000, and to expend about \$25,000 more on new gravel highways from Chestnut Neck, through Galloway Township, to Cologne, on the Atlantic City Railroad, and also from English Creek, in the lower section of the county, to the golf course at Northfield. Another important connection in the highway chain will be a drive from May's Landing, the county seat, through Downstowns and Buena to the Cumberland County line, thence to Bridgeton and Vineland.

Still another project is that of a good road from Jersey City to Atlantic City, running along the coast. Ocean County has completed fifteen miles of improved stone road along the shore, and it is the main highway from Tom's River to Tuckerton.

The contract has been awarded for the completion of the main road to the borders of Atlantic County, and when that is finished before the middle of next summer, it will make a continuous good road from Jersey City to Atlantic City. The route will be through the Amboys, across the new bridge, over to the coast and thence to Lakewood, Tom's River and Tuckerton and into Atlantic City.

OVER 100 PER CENT. PROFIT SELLING LIQUID VENEER

It is not only the finest thing on earth for cleaning and redressing frames, rims and all enameled parts of Bicycles, but IT IS SIMPLY INVALUABLE FOR HOUSEHOLD USE.

A little effort in the way of circular distribution or personal canvass among housekeepers, during the dull season for bicycle trade, will result in the building up of a fine and permanent business in this line.

Liquid Veneer perfectly cleans and redresses Furniture and Interior Woodwork. Makes everything brand new. Many housekeepers use it regularly when dusting, because dust adheres to the cloth moistened in Liquid Veneer and is carried away, leaving the surface immaculately clean, perfectly dry and highly polished.

Liquid Veneer affords a liberal margin of profit to the dealer. It is extensively advertised in the leading periodicals. Write for our propositions to the trade.

BUFFALO SPECIALTY MANUFACTURING COMPANY,

Buffalo, N. Y.

That famous Motorcycle, the

AUTO-BI

With its

Cushion Frame, Spring Fork and
Combination Steel and Leather Belt

Embodies the acme of Motorcycle luxury
and reliability.

MADE BY

E. R. THOMAS MOTOR CO., Buffalo, N. Y.



"D. & J." HANGERS



Up-to-date Dealers handle

HUDSON BICYCLES

Sole manufacturers of the celebrated

D. and J. HANGERS.

Write for our terms and prices, and special territory proposition.

HUSTLING AGENTS WANTED.

THE HUDSON MFG. CO., - - **Hudson, Mich.**

"A delight from beginning to end."

A WINTER ON THE PACIFIC COAST.

For an eastern person there is nothing quite so enjoyable as a winter on the Pacific Coast, that country being delightful during the winter months from Southern California to Seattle. It is reached best from the east by the

NEW YORK CENTRAL LINES,

which form a part of all the great trans-continental routes. Any New York Central ticket Agent will tell you about it.

A copy of No. 5 of the "Four-Track Series" "America's Winter Resorts," will be sent free, to any address, on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.



All Types of
Chain and Chainless
Models
at all Prices.

POPE MANUFACTURING CO.

Hartford, Conn.

Chicago, Ill.

Juvenile Machines
for the
Holidays.

Motor Bicycles

which bear the mark of
POPE QUALITY.



WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

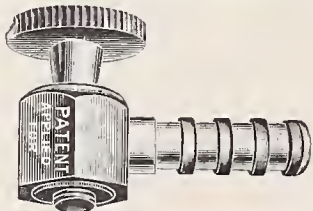
PATENT FOR SALE, or will place on royalty, a new principle in cycle attachments. Patent will issue December 27th under head of "Child's Chair for Bicycles." If interested, address ERIK PETERSEN, C. 17, Colorado Springs, Colo.

TRIBUNE MOTORCYCLE, 1904 model; never ridden; \$150. About 10 pairs Hartford and Goodrich tires (no seconds), shop-worn, \$2.40 per pair. J. W. MOON, Allegheny, Pa.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

THE NEW

"WON'T LEAK" Right Angle Pump Nipple



NO PACKING to wear and get leaky.

STEEL POINT. Absolutely Air Tight.

Just what the Trade has been wanting.

Our 1905 line of bicycle repair parts will interest every dealer. Send for our Catalogue.

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STAR BALL RETAINER IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
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MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
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Morse Chain Co., Trumansburg, N. Y.

Bicycle and Automobile SUPPLIES.

Lowest Prices. Prompt Shipments.

JOS. STRAUSS & SON, Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

Bicycles and Motorcycles

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
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Write for terms.

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93 Reade Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

775,355. Chain Connecting Device. Cyrus E. Smith, Fall River, Mass. Filed July 7, 1904. Serial No. 215,659. (No model.)

Claim—1. In a device of the class described, the combination with a frame having spaced bearings and carrying a hook, of a shank movably extending through the bearings and having a hook, and an adjusting device engaging the frame and shank for moving the latter through the bearings of the former and thereby moving said hooks toward each other.

775,385. Incandescent Igniter for Explosive Engines. Patrick J. Shouplin, Springfield, Ohio. Filed March 19, 1904. Serial No. 198,914. (No model.)

Claim—1. An igniter for explosive engines, comprising an ignition tube, a flue, or chimney, surrounding the same and provided with an opening in its wall, and a burner supported on said chimney and adjustable longitudinally thereof opposite said opening, substantially as described.

776,350. Vehicle Wheel. William L. Ring and Perry L. Cooper, Saginaw, Mich. Filed March 22, 1904. Serial No. 199,484. (No model.)

Claim.—1. A vehicle wheel having an inner felly rim connected to the hub, an outer sectional felly rim having an intermediate steel hoop for supporting the wheel in circular form, the guiding and bracing clips, and the oblique corrugated springs extending around the wheel between the inner and outer felly rims, and fastened to said inner and outer rims, substantially as specified.

OILERS.

"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

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"STAR"

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We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.



TRADE MARK

WORCESTER PRESSED STEEL COMPANY

Successor to

WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
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Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, December 24, 1904.

No. 13

THOR PRICE SETTLED

More for the Same Money, the Basils— Cast Cylinders are Abandoned.

It is now definitely settled that the 1905 list price of those motor bicycles employing the Thor motor and fittings will be \$210, the same figure that prevailed this year. The price will, however, include the compensating sprocket, which heretofore has been a \$5 "extra."

The Thor motor itself will incorporate practically no change. The only alteration will be the employment of steel cylinders instead of cast ones. The Aurora Automatic Machinery Company are themselves boring the cylinder from the solid block and turning up the cooling ribs. Instead of nickeling, the finish will be black on copper, which, it is considered, will better promote the radiation of heat. It is probable also that the Duckworth chains that are included in the Thor outfit will be made with nickel steel rivets, which will practically obviate all stretch.

Famous "Gold Bricker" Lands in Jail.

Two former figures of note in the British cycling world, Ernest Terah Hooley and Henry J. Lawson, were recently brought to trial in London for illegal practices in connection with the promotion of cycle and other enterprises. Hooley was acquitted, but the jury found Lawson guilty, and he was sentenced to one year's imprisonment at hard labor. Among Lawson's many "accomplishments" was that of successfully "gold bricking" the old American Bicycle Company. He sold them the "wonder-working" Gyroscopic motor, a freak that ate up many thousands of dollars.

Reorganization of Merkel.

The Merkel Motor Co., Milwaukee, Wis., has formally taken possession of the property of the Merkel Mfg. Co., and is now at work on the 1905 Merkel motor bicycle, which, it is stated, "will be better and give more satisfaction than any of the previous models." The new concern expects to considerably enlarge the old plant. Its officers, which were only recently announced, are F. P. Rugee, president; J. F. Merkel, vice-president, W. J. Merkel, secretary, and John R. Ball, treasurer.

Expansion of Rubber Prices.

Rubber prices continue to increase by leaps and bounds, and every indication points to a continued upward movement for years to come. The record price for raw rubber at public sale was paid in London last month, when a batch of the precious commodity, grown in Ceylon, brought \$1.40 per pound. It is said that even this figure was exceeded at a private sale, where some Ceylon rubber brought more than \$1.50 per pound.

Some interesting figures are given by the India Rubber World, relating to prices paid for rubber twenty-five years ago. In 1879 fine Para was bought for 50 cents per pound, coarse Para for 34 cents, and African for 24 cents; the highest recorded New York prices during 1904 for these same grades were \$1.33, 97 cents and \$1.04, respectively. This appreciation has been a steady growth, violent fluctuations having been the exception rather than the rule.

To Compete with the Jinricksha.

It is not wholly improbable that the motor bicycle will seriously enter the lists as a competitor of the jinricksha. Promise of the sort is held by an order from Japan received this week by the Reading Standard Cycle Manufacturing Co. It was for a Thoroughbred motor bicycle, fitted with a Thor side carriage, which is to be used for rental purposes. If the experiment proves successful, orders for a number will follow, and the jinricksha boys will find a rival of which they do not now dream.

Jarvis Drops the "Limited."

The W. B. Jarvis Co., Limited, dealer in bicycles and sporting goods at Grand Rapids, Mich., has been incorporated under the laws of Michigan as the W. B. Jarvis Co., with a capital stock of \$100,000, of which \$50,000 consists of preferred and \$50,000 common stock. The officers are: Chairman, C. B. Kelsey; secretary, James Bayne; treasurer, C. F. Perkins, and manager, W. B. Jarvis.

Morrow for Motorcycles.

There is now a Morrow coaster brake for a chain driven motorcycle of the Thor type. It was this week announced as ready for the market by the Eclipse Machine Co., who add that it is in every way worthy of its name.

NO LONGER EXCLUSIVE

Pope Places his Cushion Fork on Open Market, Where all may Purchase.

What in its way is a considerable departure has just been announced by the Pope Manufacturing Co.—none other than the placing of the Pope cushion fork on the open market. Heretofore its use has been confined to Pope bicycles, but henceforth it may be obtained by any jobber or dealer, the Pope people placing it in the same category as the coaster brake and urging it as a desirable equipment for old bicycles as well as new ones.

These forks will be supplied to the trade as per the following schedule: For 22-inch frames, fork stems, $6\frac{3}{4}$ inches; for 23-inch frames, fork stems, $7\frac{3}{4}$ inches; for 24-inch frames, fork stems, $8\frac{3}{4}$ inches; for 25-inch frames, fork stems, $9\frac{3}{4}$ inches.

They will be supplied threaded to any of the standard measurements. The stems are regularly supplied in 1 inch or 1.1-82 inch outside diameter for $\frac{7}{8}$ inch handle bar stems, and $\frac{7}{8}$ inch and 29-32 inch outside diameter for $\frac{3}{4}$ inch handle bar stems. The cone seat is 1.1-64 inch in diameter. Cones are not furnished unless specified. Size of axle hole on fork legs 5-16 inch unless otherwise specified.

When dealers carry forks in stock the Pope Manufacturing Co. advises that they be ordered without threaded ends, although they can be supplied threaded if ordered that way. The fork can be uncoupled at the hinge by removing the hinge bolt, spring and centre bolt. The top crown can then be placed between centers in a lathe, and the stem cut off and properly threaded with a common lathe tool.

The Pope rainy day mud guards, for both front and rear wheels, have been, like the cushion fork, also thrown on the open market.

Big Estimate of Two-speed Gears.

According to one tall estimate, there will be two hundred thousand variable gears produced in England next season.

FOREIGN TIRES HERE

How They Have Crept into Use on the Track and Why They Are Used.

While the ideal tire for speed and comfort would be a circle of compressed air that would stay on the rim of a bicycle wheel, the French tire makers have produced racing tires that are little more than this "circle of air." American racing cyclists, especially professionals, have come to use these light imported tires almost entirely in their races, though they do not use them to train on, as a rule, a fact that is not generally known. The tires are of double tube construction. The outer casing is made of a silk fabric, with a narrow strip of red rubber vulcanized to the silk for the tread. The inner tubes are endless and the tires are fastened to the rim with cement, the outer casing being provided with a strip of cloth, which holds the cement better than the silk fabric would.

There are five different makes of these tires that are being used here at present—Le Paris, Souplefort, Continental, Clement and Pector. The first named is used by Champion Kramer, who imports them regularly from Paris. Amateur champion Marcus L. Huiley used the Souplefort in his races. The riders invariably use the French tires only for racing on account of the expense. The tires cost from \$7 to \$8.50 per pair, and, as one rider said, "We have to throw them away when they are punctured, so you can be sure we use Palmers to train on. The French tires are faster than any others, but it costs a lot of money to use them, as they puncture so easy."

Albert Champion is said to be the first one to use French racing tires in this country, bringing some of them with him when he came to this country in 1899 or 1900. All of the American riders who have made European trips in the last four years have brought back quantities of the little red tires with them when they returned. Many of the leading amateur and professional racing men have bought hundreds of dollars' worth of the French racing tires through Owen S. Kimble or Major Taylor in the past few years. Kimble, especially, acted as purchasing agent for several of the best American sprinters and pace followers and shipped them tires regularly while he was abroad.

Only one of the concerns that make the French racing tires has a branch in this country, but as the tire they make is about the least popular one of the lot, they are not bothered much filling orders. The only man who handles French racing tires in this country as part of his regular business is a Frenchman named Simonet, who lives across the street from the Vailsburg cycle track. The tires he sells are branded with his own name, but it is not known which of the manufacturers he gets them from. Simonet has handled so many of the flimsy affairs that he can sometimes repair punctures in

the tires, but only when the hole is a very small one.

Most of the manufacturers make the tires in three weights. For instance, the Le Paris concern makes a sprinting, a training and a pace following style of racing tire. The sprinting tire is very light in construction and consists of little more than the inner tube and the silk fabric outer casing, as the rubber tread is little more than an inch wide and very thin. The training tire is made just as the sprinting style is, but has quite a heavy strip of rubber on the tread—that is, heavy by comparison with the rubber tread of the sprinting tire. The Le Paris pace following tire is provided with flaps of canvas, which are drawn over the rim after the tire has been cemented on. These flaps are, in their turn, cemented to the outside of the rim so as to prevent the tire from rolling on the rim. The Clement firm makes sprinting and training tires and the pace following style has canvas flaps that are laced over the rim to keep the tire from rolling off. The Le Paris sprinting tire weighs but 5 ounces a pair.

Pope's Calendar Again Appears.

That time honored institution, the Pope pad calendar, has made its customary annual appearance, and, as always, it overflows with wholesome sentiment regarding the bicycle—one sentiment for each day in the year expressed by men or women competent to pen such sentiments and whose names attach value and respect to their utterances. As the fly leaf of the calendar expresses it:

"Again this daily reminder goes forth with its present-day sentiments concerning the healthfulness and helpfulness of the extended use of the bicycle. These sentiments, gathered from the minds of people whose thoughts represent the highest type of evolution, urge us to partake of the open-air life that only the bicycle can give with full freedom from care and from crowds; one is induced to obtain coveted solitude by a lone spin on a quiet path; another, to join a merry party and laugh away a happy hour or day in pure air and sunshine; still another, to seek the other (yes, one of our big-hearted bishops hints at this), and with the exhilarating exercise, alternate the serious and the gay.

"With all the health, the inspiration, the quiet, or the fun that the bicycle affords its devotees, it is still doing its larger duty—to all mankind; more than anything else, it is energizing the greater civilizer—the builder of ways for full and easy communication between man and his fellows."

The Age of "Bicycle"

A discussion is taking place in England over the age of the word "bicycle." Its first appearance was ascribed to the London Times, which contained an allusion to it under that name on March 31, 1868. The use of the word, with a slightly different spelling, antedates this, however, for the London Daily News had a notice of "Bysicles and trysicles which we saw in the Champs Elysees and Bois de Boulogne this summer," in its issue of September 7, 1868. It is further evident that the word was known to Paris before it was known to London,

FIRST USE OF CHAINS

Sargeant's Death Gives Rise to Discussion and Brings Out Interesting History.

Who invented or, rather, who adapted the gear chain for use on cycles is still a mooted question. There seems no reason to doubt that the best claim to priority was held by the late Charles Sargeant, who died a short time ago in Paris at the age of 83. He took out a patent on such a chain in March, 1868, but as the cycles of that day were not gear driven, it is not easy to tell where it was used.

More than a decade later, when the tricycle came into use, a special chain was designed for it. Hans Renold, the English chainmaker, tells the story of its inception interestingly.

"In 1879 the late James Starley, to whom the citizens of Coventry have erected a monument as the founder of the cycle trade, came to us and asked for a chain for driving a tricycle," he says. "As far as we know, the one we supplied to him was the first ever used on a cycle. It was one of the roller type we were then making, and still make, for textile machinists, and was five-eighths of an inch in pitch, with brazed rollers, but no bush.

"Shortly afterwards Mr. Starley wanted a chain longer in pitch, which he could use on his existing chain wheels, and we made a new size, double the old pitch, viz., 1½ inches from rivet to rivet, but otherwise identical with the first chain. In 1880 Mr. Renold improved on this type of chain, and introduced into it a rolled-up bush made from sheet steel (patented March 20, 1880). This was firmly fixed in the inner links of the chain, and greatly increased the amount of wearing surface, and so the life of the chain. The use of the bush made it necessary to increase the diameter of the roller, and to compensate for this the pitch of the chain was increased from 1½ inches to 15-16 inches. This new chain was made on practically the same lines as the bulk of the present roller chains fitted with the so-called pen steel bush, and was known for a long time as Starley's pitch. It wore splendidly, and many are still in use, inquiries for replacement even at the present day being not infrequent."

The great advance that has taken place in the chain making art is made clear by some figures which Renold gives to illustrate the difference between the 1880 and the 1904 patterns of his chains, both of them being of the roller variety.

The former was 15-16 inches pitch, ½ inch wide and weighed 9 ounces to the foot; its breaking load was 1,700 pounds. The present pattern is ½ inch pitch, ⅓ inch wide and weighs only 3 ounces to the foot. This chain has a breaking strain of 1,600 pounds. Thus the chain of to-day weighs only one-third as much as that of a quarter century ago and has practically the same strength.

FACTS ABOUT ALUMINUM

is Three Times Lighter than Steel, but Has Less Tensile Strength.

Though the existence of aluminum was definitely known as far back as 1809 to Sir Humphrey Davy, it was not until 1854 that it became possible to sufficiently isolate it and make known its real properties. Even then its working cost proved so prohibitive—rendering its selling price as high as \$5 a pound—that but little headway, commercially speaking, was possible until the introduction of the modern electrolytic process. The composition is not strictly of the purely metallic kind, but is rather a compound with oxygen, alkalies and certain acids. Aluminum is found in France, Switzerland, the United States, Scotland and the north of Ireland.

Chief among the properties of aluminum is its lightness, it being three times lighter, bulk for bulk, than steel or iron, almost three and a half times less than cast steel and nickel, four times as light as silver, seven times as light as gold and eight times lighter than platinum. As regards malleability and degree of ductility it ranks third in the first category and sixth in the second, while in respect of degree of fusibility it comes seventh in a list of twelve metals and their alloys. The specific gravity of aluminum varies between 2.56 and 2.75, and in this respect in its pure state ranks eleventh among various metals and compounds at a common temperature of 39.1 Fahrenheit.

It may be well to point out that in its pure state the metal is not suited for ordinary usages; hence for commercial work alloys of several kinds are used for the various purposes, the ordinary variety being in its finished state about as hard as copper. As regards its strength, an aluminum casting will stand a tensile strain of almost eight tons to the square inch. In this respect, taking one cubic foot (weight 170 pounds), the tensile strength a square inch is 37,000, as against 16,500 for cast iron (weight 450 pounds) and 50,000 for wrought iron (weight 486 pounds). The melting point of aluminum is about 1,209 degrees Fahrenheit, in which it ranks seventeenth among metals and their alloys.

For "turning," or machine work, the cutting tool must be kept sharp and not have much angle on the top, or cutting edge, and should be kept constantly lubricated with any good mineral oil. As regards welding and soldering, the first mentioned process may be easily wrought by the ordinary electric fusing plants, subject to certain precautions. Soldering has been generally a failure, due partly to the high heat conductivity of the metal, which causes the solder to "deaden" too quickly. A special brand of solder and flux is necessary, and the soldering bit, which should be of nickel, must be kept hot, preferably by a Bunsen flame, as the latter, besides being more easily concentrated, does not foul the surface of the bit.

Aluminum may be alloyed with nickel, zinc, gun metal, copper, bronze, brass and iron in its various stages. For cycle work aluminum, which once seemed destined to play a considerable part, is now little used. Wood has ousted it for rims, mud guards, etc., and it is not popular even for small fittings, such as pedal rubber blocks, etc.

Motorcycles afford a wider scope for its use. It is peculiarly adapted for motor and gear cases, and, in fact, for all parts where castings are employed.

Accounting for their Losses.

There is little consolation for stockholders in the latest batch of English company reports. Two big cycle manufacturing companies are among the number, and one tire maker—the Palmer Tire Co.—and the latter is the only one to make a good showing. The others are the Raleigh and the Singer companies, and, while both manage to show profits, the latter are exceedingly small ones.

The Raleigh Cycle Co.—the same that made the bicycle ridden by Arthur Zimmerman—reports a profit of \$6,500, as against \$50,000 in 1903. In the latter year a dividend of 10 per cent was paid; the stockholders get nothing this year. The cut in prices made by the Swift company in May is alleged to be the reason for the poor showing.

The Singer report discloses a nominal profit of about \$11,000; but the payment of interest on debenture bonds absorbs this sum and about \$28,000 more, so that the company is really a loser to that extent. The Swift cut and losses in the motorcycle department are set forth as the cause of this depressing showing.

Considerable surprise was caused by the report of the Palmer Tire Co., which shows a much increased profit. This reaches \$63,000, as against only \$38,000 in 1903. The usual 10 per cent dividend is paid, and \$40,000 is devoted to wiping out that unpromising item, "patents and goodwill."

Spark Plug Without Packing.

A new sparking plug is described as having an insulation of highly-compressed and well-baked talc, which will stand a temperature of 2,000 degrees F. without cracking, and which is ground so perfectly into shape by emery wheels that no packing whatever is necessary to make tight joints. It is in two pieces, one of which fits within the other, and both of which are tapered. The sparking occurs between the inner edges of the plug shell and a cup-shaped, annular disc of platinum alloy, which projects from the centre of the insulation, and by its peculiar form and situation ensures self-cleaning. Gas accumulates inside the plug during each compression stroke, thus scouring the electrodes perfectly. The conducting cable is attached to the top of the plug in such a manner that no stresses can come upon the insulating material, there being a sort of swivel ring that slides freely upon the two nuts that serve also to hold the different portions of the plug together. The plug projects but little from the cylinder, and presents no sharp corners or angles.

TO MAKE MOUNTING EASY

Ingenious Saddle Post that can be Raised and Lowered Without Using Tools.

There are half a dozen methods of mounting, and, except for the young and active, none of them are exactly ideal. The pedal mount, for example, is rather a strenuous way of reaching the saddle. Only long practice and constant use make it safe and satisfactory, and it is more difficult to take with a coaster brake machine than with one having a fixed gear; the pedal rarely revolves freely with the former, which is necessary if the pedal is to come around to the proper position, and in making the mount no advantage of the rising pedal can be taken, for the simple reason that there is no rising pedal—i. e., the pedal does not rise of its own accord, and no weight can be put on it after it has reached the lowest point without applying the brake. For these reasons the pedal mount has lost a great deal of its popularity.

Another method that is considerably used is to get the pedals in the right position—one of them being just starting on its downward course—and throw one leg over the saddle and place it on the pedal. Starting from a curb or stone this mount is all right; but to do so without having a vantage point of this kind is a very different matter. If one uses a short reach, or the machine has a low crank hanger, the difficulty of this mount is, of course, much lessened, but otherwise it is not easy.

To facilitate this style of mounting a Scotchman has placed on the British market a saddle post which he styles the "Easy Mount." The horizontal tube to which the saddle is clipped is not brazed to the diagonal tube as in the ordinary T or L pin, but is connected with it by means of a jointed parallelogram. When the saddle post is in position for riding, the two tubes are held together by a steel pin, which works inside the diagonal tube and engages with a slot in the horizontal tube. By depressing a small stud attached to a lever this steel pin is pulled down out of the slot, and the horizontal tube may then be depressed downward and forward by means of the jointed parallelogram—a strong spring raising it again when pressure is released.

Long-Lived Eleven Pounder.

At the recent Stanley show in London there was exhibited a Pedersen bicycle weighing eleven pounds that had been in use six years. The Pederson is of the trussed suspension type, and created something of a furore when it first appeared, but it failed to make substantial progress, being of rather freakish appearance.

James B. Dunlop, the inventor of the pneumatic tire, is still a keen cyclist. He is president of one of Ireland's cycling clubs.

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

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NEW YORK, DECEMBER 24, 1904.

For Individual Rapid Transit.

When there is a better understanding of motor bicycles more will be heard of such incidents as that briefly noted in another column—that of the New York business man who used his motorcycle to carry him regularly between his office and his summer residence, a daily journey of sixty-five miles. The little machine admirably lends itself to such purposes, and that without much urging it should be able to cover the distance in the same time as the frequently stopping suburban train is not surprising, while the cost, 11 cents a day, "speaks a piece" in itself; the railroad fare averages two cents a mile.

When such facts are forced on the men of moderate means it is bound to make them think. And the economy of time and operation is not less impressive than the comparative absence of expense for storage. There are no garage or stable charges at either end of the line. The storage charge is the charge for a bicycle in a bicycle store.

That the motor bicycle solves the problem of individual rapid transit is apparent to all who have eyes, and is one of the things that causes our faith in it to be so deep rooted.

Recognition of the fact has been largely delayed by what it is courteous to term the "ill temper" of certain of the earlier machines and by the consequent too general idea that all motor bicycles are alike. How this damage was done is well illustrated by the experience of another man who two years ago purchased his motor bicycle for precisely the same purpose as the one here instanced—to convey him between his office and his summer home. Although he essayed the journey three times, to our personal knowledge, he failed, or rather his machine failed, on each separate occasion. He became the laughing stock of his neighbors and home folk. It is not strange that it was a case of "three times and out" for him. He sold the miserable thing, and nothing in the form of a motorcycle now interests him. He lost faith in all of them. The man was one of influence and wide acquaintance, and the damage done did not end with his abandonment of motorecycling. The throng of physicians and students with whom he was in daily contact, and at least two of whom were awaiting his verdict before purchasing, were all affected unfavorably, and how many other sales were lost thereby can never be reckoned. And it is but one of many similar instances.

The High and the Low of Gears.

In conceding that "within certain limits a reduction of gear is desirable on hills," Mr. Charles La Rue takes a long step in the direction of admitting the errors contained in his communication in these columns last week. But he hastens to add in his letter of this week that this applies only when you ride slowly, or alone, or among riders having gears identical with your own. When these conditions do not prevail it becomes necessary to increase your gear; for our correspondent, riding with companions whose machines were geared to 90 inches, was forced to use his 101-inch gear in place of the 68-inch, the latter being too slow. It is scarcely necessary to comment at length on this naive presentation of the matter.

Our correspondent assumes that we, in replying to him, argued "a priori" and from mechanics. In other words, he imputes to us a lack of practical knowledge of the subject.

Nothing could be further from the truth. Our knowledge is the quintessence of prac-

ticality, if we may use such an expression. An experience of wellnigh twenty years fortifies us to perceive clearly the fallacies into which our correspondent has fallen. He has constructed what appears to him a very ingenious structure, and defies us to demolish it—an entirely unnecessary proceeding, for it falls of its own weight the moment the light of day is turned upon it.

"Reduced to absurdity," Mr. La Rue asserts, our claim proves that "no greater force would be required in revolving a 3-inch gear thirty times as fast." Then he goes to the other extreme, and supposes that the pedals revolve "only once an hour." This is reducing the matter to an "absurdity" with a vengeance! It is well known that the extreme practical range of gears from the earliest days of the bicycle proper to the present time is from, say, 48-inch to 140-inch. The former was the smallest man's size of high bicycle, the latter is the extreme high gear of the modern pace follower. For all practical purposes, the range to-day is between 68-inch—the gear that is about the lowest in regular use either on a variable or single gear machine—and 110, the latter a higher gear than Kramer, Lawson and other world famous sprinters use.

The experience of years of riding under all possible conditions—from scorching to pottering—teaches us that when we tackle a very long or steep hill we want a lower gear than we use habitually; that, to come to a concrete instance, 68 inches would be far preferable to 101 inches or even to 90 inches. If we were scorching, and speed alone was considered, the 101-inch gear would enable us to ascend the hill a little more quickly than the 68-inch—provided, that is, that we got up it at all, for 101 inches and a bad hill make a combination that even a hardened searcher balks at. Moreover, at any but a scorching pace—say, an average of anything under fifteen miles an hour—we should be able to negotiate the hill on a 68-inch gear with no more slackening of speed than takes place on any up grade, and we feel sure, without harboring any exaggerated opinion of our own riding powers, that with this 68-inch gear we could "hold" any companion with a 90-inch or 101-inch gear, provided the going did not degenerate into a scorch; and we are quite sure that we would have a quiet chuckle over the easy way we were taking the hill as compared to the harder "licks" our companion would have to put in to keep pace with us.

That a rider cannot push a 68-inch gear fast enough to keep pace with non-scorching—or scorching, for that matter—companions

is a puerile contention. We have only to instance that champion of champions, A. A. Zimmerman, who in his palmy days never rode anything higher than a 68-inch gear. Yet his sprint was the fastest of his day, and he never found that "contracting his leg muscles" more than once a second was "in excess of the maximum producing rate," and, therefore, "quickly fatiguing." Nor did the high wheel riders of an earlier day find it "quickly fatiguing" to drive 52 to 58 inch "gears" or their equivalent. They could not have driven 3-inch gears, for that was beyond human endurance; nor could the highest gear devotee of to-day obtain good results from a gear that made only one revolution per minute. Riders of the high wheel moved their legs much more rapidly on, say, 54-inch machines when they covered the mile in 2:30 than does the sprint racing man of to-day, who, on a 96-inch gear, reels off the mile in 2:00. Yet there was no complaint of having to pedal too quickly.

It is a fact that the present unpaced record for one-quarter of a mile is only about 10 per cent faster than it was in the days of the high wheel. In other words, a man on an ungeared, solid tired bicycle could, on the almost straight quarter of a mile horse track, come within 10 per cent of doing as well as the present day world's crack on a light safety, geared as desired and shod with lightning swift air tires. Surely that argues no "fatigue" from "muscle contracting" at a faster rate than once every two-thirds of a second!

As our correspondent finds that he cannot maintain an easy pace up a hill with a 68-inch gear, and is obliged to use the 101-inch alternative of his variable gear in order to follow the pace of a companion most easily, we are compelled to reiterate that he is abnormal. Likewise we must traverse his assertion that "the larger the gear the faster was the pace . . . selected as easiest for climbing hills." We can climb hills faster, provided we are not "baked" and the hill is not too bad, on a fairly high gear; but we can climb it easier on a low one; and certainly if we are not out for speed, but in search of ease, we should select the low gear, even if it were a 68-inch.

An item of importance in English trade circles is that the 1905 Premiers will not have the cranks attached by means of cotter pins! Thus it is seen that the world "do move," even in Coventry, where they really think na'ave always moved the sphere.

LA RUE RENEWS ARGUMENT

Attempts to Bolster Up his Contention that Higher Low Gears are Necessary.

Editor of the Bicycling World:

I wish to take issue with your editorial comment of the 17th instant, that a rider "can surmount a hill with a 68-inch gear at the same speed as he could with a 101-inch gear * * * by exerting the same amount of power."

I had pointed out, from "things that I do know," that in following companionable up-hill pace, set naturally by single-speed 90-gear wheels, it was such hard work on my 68 gear as invariably to drive me to the use of my 101 gear; but this "argument of authority" you waived aside with the insinuation that I must be "abnormal." If you have ridden gears of different sizes, I will ask you to recall that the larger the gear, the faster was the pace which you selected as easiest for climbing hills. In mixed crowds you observed that the larger gears always reached the top of the hill first, unless their riders were very inferior. Any such recollections must conflict with the probability of the correctness of your editorial comment.

You argued that conservatism of energy proved that no greater expenditure of force was required in revolving the smaller gear one and one-half times as fast, but reduced to absurdity your claim similarly proves that no greater force would be required in revolving a 3-inch gear thirty times as fast. The difficulty would be that the human foot either could not at all, or at least economically, impart the light, very swift impulses to the too fast moving pedals. On the other hand, you will perceive that if the pedals revolved but once an hour, the single accompanying contraction of the muscles would have accomplished only a trifling fraction of their full capacity for power. You thus observe that extremely slow or extremely fast muscular contraction are either wasteful or non-productive of muscular energy, and somewhere between these extremes is some definite rate of muscular contraction at which a maximum amount of work is accomplished.

Unfortunately for my demonstration, it is not so obvious to the intellect, unassisted by mechanical tests, that this rate of rapidity of muscular contraction giving maximum power, is a sharply defined rate from which either increase or decrease causes a rapid lessening in efficiency. But from observation, I am very firmly convinced that, especially where considerable force is required of the muscle (as in hill-climbing), that, starting from the "maximum-power-producing" rate of contraction, any increase in the rate of contraction causes an extremely quick reduction of the amount of force produced, through the unexpectedly rapid fatiguing of the muscles. If you don't believe

it, ride a hill at the natural pace on a 101 gear, and then try it at the same pace on a 68 gear. Your "a priori" argument from mechanics has ignored both the limitations upon the range of rapidity of speed of contraction of human muscles and also the resulting rates of fatigue that follow.

The track racer will tell you within what narrow range his gear must be for greatest efficiency and how the slight variance therefrom by changing the rapidity of muscular contraction will handicap him in a race. What wonder that the 68 finds it difficult to follow the up-hill pace which is most easy for 101 gear.

Assuming two riders are in all respects equal, and that their maximum muscular force is rendered by contracting the leg muscles once a second. This will send the 101 gear rider up the hill at a certain rate, and if the 68 gear rider holds the pace, he must contract his leg muscles every two-thirds of a second, which, being in excess of the maximum-power-producing rate, is quickly fatiguing. (This one second rate suggestion is merely used for illustration in place of the true maximum-power-producing rate, what ever that may be.)

I note your gratuitous inference that I must have a "complete misconception of the reasons for * * * a variable gear * * * that on hills * * * a reduction of gear * * * is desirable."

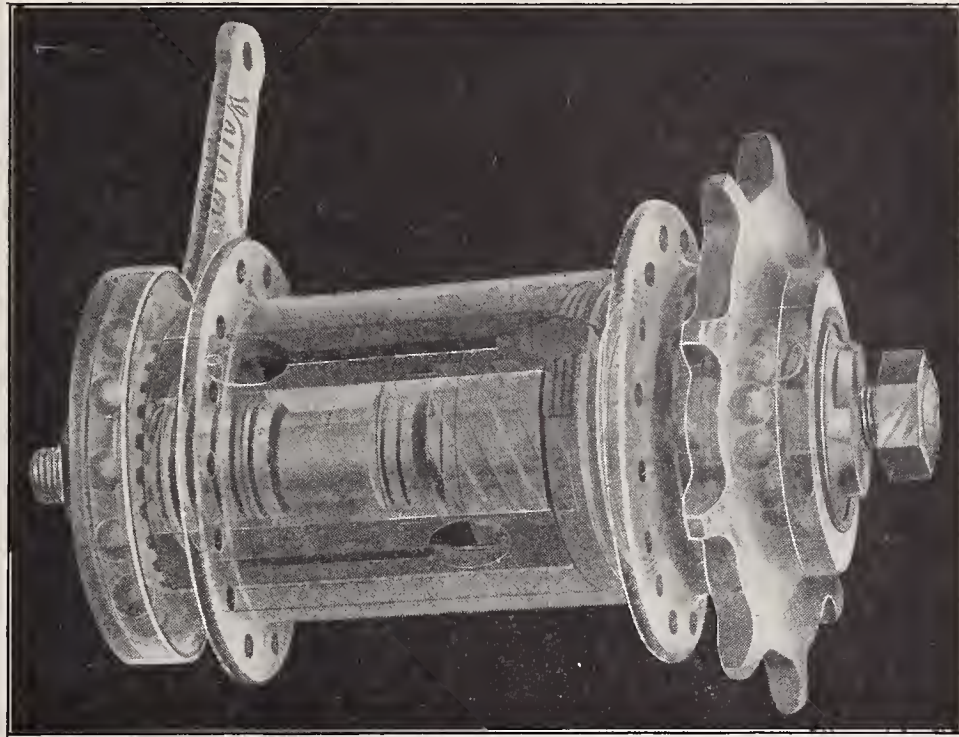
I will concede that within certain limits a reduction of gear is desirable on hills, provided you can climb as slowly as you like; that is, provided you ride alone or among other wheels like your own, or provided you don't mind dropping way behind; but if you have the misfortune to wish company and by mischance they ride single gears, and if false pride forbids your falling way behind at every difficulty, why, then (at your only opportunity to use the little gear), you have to work like the very Old Ned with it, if it is more than ten below your pacemaker's gear. And this latter unfortunate condition of things seems always to exist.

CHARLES LA RUE, New York.

The Motor Bicycle and the Suburbanite.

Although little was known of it, during the past summer and fall J. I. Brandenburg, the Eastern representative of the Aurora Automatic Machinery Co., brought out the utility and practicability of the motor bicycle in impressive fashion. He spent several months of the year at Amityville, L. I., and came to business daily, not on the railroad train, but on his motor bicycle, a round trip of 65 miles. During July and August Brandenburg was away from home a great part of the time, but in June he motorcycled to and from Amityville on all save four days, and in September on every day of the month except two. The railroad fare is \$1.28, against a daily expense of 11 cents for gasoline, and Brandenburg says his average time equalled that of the train, which made many stops, while he made none.

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READING STANDARD

PRINCE GETS GOOD START

Indoor Circuit Inaugurated at Buffalo Attracts Crowds and Provides Good Sport.

Success has crowned the efforts of "Jack" Prince, at Buffalo. On the opening night of his week's carnival of motor paced and amateur races, in Convention Hall, last Monday, there were not enough seats to accommodate those who wished to pay for them, while the arena was crowded. The Tuesday night attendance was kept down somewhat by a regular blizzard, but the "Standing Room Only" sign could have been hung out on Wednesday night again.

The track is thirteen and one-half laps to the mile, and its speed can be judged from the fact that Ernst won the mile handicap from scratch on Wednesday night in 2:05.

Prince has six motor pace followers—Nat Butler, Boston; Hardy Downing, Los Angeles; Louis E. Mettling, Lowell; Gussie Lawson, Buffalo; Frank J. Cadwell, Hartford, and Charles Turville, Philadelphia—who are paired off each night and matched against each other for races of three to seven miles. Fred White and W. F. Saunders do all the pacemaking. In addition there is a one-mile amateur handicap every night, for which there are so many entries that five and six trial heats are required. Fred Ernst, of Rochester, and William Morton, of Toronto, were the only out of town amateurs. Ernst is lone scratch man, but has finished first every night, though he was disqualified on Monday.

After three heats of the amateur handicap had been run on Monday night Nat Butler and Louis E. Mettling came out for their three-mile motor paced match. Butler gained slowly from the start, and won by a scant lap. After some more amateur heats Gussie Lawson and Frank J. Cadwell rode their five-mile match. Lawson won by about a third of a lap. Hardy Downing defeated Charles Turville by a very narrow margin in their seven-mile match. Fred Ernst cut down on the pole too soon in the final heat of the one-mile handicap and was protested. The protest was upheld, and C. Daycock, who had finished second, was declared the winner.

The local hero, Gussie Lawson, went down to defeat in the first race on Tuesday. He competed against Hardy Downing in a five-mile match, and Downing gained half a lap early in the race, keeping his advantage to the end. Cadwell and Mettling had a great struggle in their match, which should have been at seven miles, but was ended by mistake at six miles. They rode side by side for several miles, but Cadwell lost his pace and Mettling won by half a lap. Butler defeated Turville in their five-mile match. Ernst captured the mile handicap by a safe margin in 2:05 1-5 from the scratch mark.

Mettling and Turville met in the first motor paced match on Wednesday, a five-mile contest. Mettling caught and passed Tur-

ville, and when the latter tried to regain his lost ground he lost his pace. His younger opponent kept on, and won the event by two laps. Nat Butler and Gussie Lawson met in the next event, a four-mile race. Lawson was forced to use a strange mount as one of the tires on his own machine was punctured just before the start of the contest. Butler won, though Lawson gave him a hard struggle. Cadwell and Downing met in a three-mile match which was very bitterly contested. Cadwell gained but a few feet in each lap, and received a great ovation as he finished. Ernst won the mile handicap from scratch in 2:05. He caught the limit men in the fourth lap and won by a big margin. Summaries:

FIRST NIGHT—MONDAY.

One-mile handicap, amateur—Won by C. Daycock, Manhattan A. C. (65 yards); Gurney Scheu, Ramblers B. C. (15 yards); second; William Morton, Toronto (15 yards), third. Time, 2:10 3-5. Fred Ernst, Rochester (scratch), finished first, but was disqualified.

Three-mile motor paced match between Nat Butler, Boston, and Louis E. Mettling, Lowell. Won by Butler. Time, 4:28 1-5. Won by one lap.

Five-mile motor paced match between Frank J. Cadwell, Hartford, and Gussie Lawson, Buffalo—Won by Lawson. Time, 8:57. Won by one-third lap.

Seven-mile motor paced match between Hardy Downing, Los Angeles, and Charles Turville, Philadelphia—Won by Downing. Time, 12:29 1-5.

SECOND NIGHT—TUESDAY.

One-mile handicap, amateur—Won by Fred Ernst, Rochester (scratch); Adam Fischer, Black Rock C. C. (30 yards), second; James Dick, Ramblers B. C. (30 yards), third. Time, 2:05 1-5.

Five-mile motor paced match between Hardy Downing, Los Angeles, and Gussie Lawson, Buffalo—Won by Downing. Time, 8:33. Won by one-half lap.

Six-mile motor paced match between Frank J. Cadwell, Hartford, and Louis E. Mettling, Lowell—Won by Mettling. Time, 11:46. Won by one-half lap.

Three-mile motor paced match between Nat Butler, Boston, and Charles Turville, Philadelphia—Won by Butler. Time, 5:13.

THIRD NIGHT—WEDNESDAY.

One-mile handicap, amateur—Won by Fred Ernst (Rochester (scratch); Fred Schudt, Ardells (50 yards), second; Gurney Scheu, Ramblers B. C. (60 yards), third. Time, 2:05.

Five-mile motor paced match between Charles Turville, Philadelphia, and Louis E. Mettling, Lowell—Won by Mettling. Time, 8:07 1-5. Won by two laps.

Four-mile motor paced match between Nat Butler, Boston and Gussie Lawson, Buffalo—Won by Butler. Time, 6:55 2-5.

Three-mile motor paced match between Hardy Downing, Los Angeles, and Frank J. Cadwell, Hartford—Won by Cadwell. Time, 5:00 2-5.

SPILLS IN THE ARMORY

Many Falls Mark Regimental Races and Add to the Evening's Excitement.

Many bad falls marked the cycle races which were run in connection with the games of the 65th Regiment at the Broadway armory, in Buffalo, on December 16. In the final of the five-mile open Gurney Scheu and E. J. Hanks, each a heat winner, fell in the first lap. Scheu remounted and caught the bunch again, but had another fall, which put him out of the contest permanently. R. S. Lewis, was thrown over his handle bars near the end of the contest, and slid against one of the posts on the outside of the track. His scalp was cut and he was attended by the ambulance corps. When Lewis fell many of the spectators made a rush for the spot, and every rider who finished in the contest was thrown off his bicycle by the crowd. Fred Schudt, the winner of the race, collided with a spectator who was standing on the track just after he crossed the tape. He was thrown violently to the floor and his side was injured.

Gurney Scheu, of the Ramblers, failed to qualify for the final. He had secured a good position in his trial heat, but tumbled down on one of the turns. Joseph Nagel won the final after a great race with H. Hennessey and Fred Schudt. A. W. Holmes, of the Ardells, ran into the ropes in the first heat of the five-mile open and was slightly injured. Fred Schudt won the deciding heat by several yards. R. J. Hoover worked his way through his opponents and finished second. Summaries:

Two-mile handicap—Won by Joseph Nagel, Rambler B. C. (140 yards); H. Hennessey, Rambler B. C. (130 yards), second; Fred Schudt, unattached (scratch), third. Time, 5:20. Also ran: E. J. Hanks, R. S. Lewis, R. J. Hoover, C. S. Spaeth and A. W. Holmes. Fell: J. W. Tanner.

Five-mile open—Won by Fred Schudt, unattached; R. J. Hoover, unattached, second; Charles McCracken, Rambler B. C., third. Time, 14:11 4-5. Also ran: A. Baumler, Manhattans, and J. W. Tanner, Woodbines. Fell: Gurney Scheu, Ramblers; R. S. Lewis, Ramblers, and E. J. Hanks, Manhattans.

How the Newsboy Won a Watch.

Though he rode to oblige the promoters of the automobile races at Fresno, Cal., on December 13, Harry Babcock won the five-mile motorcycle event, which was the concluding contest on the programme. Thomas Yuck and Ben Bresee had entered for the race, but the latter's machine was "balky" and refused to run. Babcock, who is a newsboy and a carrier for the Fresno Republican, volunteered to race against Yuck. He used the motor bicycle which the newspaper furnishes him to deliver papers with, and received a handicap of half a mile. Babcock won the race, and a handsome gold watch, with more than a quarter of a mile to spare.

Walthour's "Association" Falls Apart.

It would appear that the American Cycle Association had died a-borning. With the ten "quitters" of the recent six-day race as charter members, it was to "purify the sport of cycle racing," "fight the N. C. A. to the death" and do many other things, among which were enumerated the running of a six-day race in New York City. Nat Butler, who was to have been one of the pillars of the body, has paid his fine of \$50 to Chairman Kelsey, of the N. C. A. Board of Control, instead of remaining suspended for six months, and is now competing on "Jack" Prince's track at Buffalo. James F. Moran, who received the maximum penalty of one year's suspension without the option of a fine, has decided to take his medicine. He will devote his attention to his milk business in the interval, though he will try to have his suspension raised or changed to a fine at the N. C. A. annual meeting in February. "No new cycling association for mine. Walthour can raise Cain in the South as much as he wants, but here in the North I am going to be good," is the way Moran expresses himself.

Why Clock is "Doing Time."

An innate desire to travel over the ground without exercising his limbs too strenuously has put Joseph Clock, a young man of Islip, Long Island, in a not desirable predicament, and it is probable that hereafter he will use "Shank's mare" as a safer mode of locomotion. A motorcycle was stolen from the H. H. Hollister place in Islip early in November. Clock was seen riding the machine in Jamaica one morning by James De Milt, of that place, who recognized it immediately from the description on the posters offering \$100 reward for its recovery. Clock's arrest followed. He admitted having the motorcycle, but said his father had given it to him to sell. The boy was discharged and his father, Charles Clock, locked up. In the mean time Joseph Clock skipped. He was arrested in Binghamton and brought back to Long Island. The senior Clark proved an alibi and was discharged, but the lad got a sentence of sixty days and a fine of \$50. This human Clock is now doing time in Riverhead jail.

Taylor Enters a Denial.

Major Taylor, according to a dispatch from Worcester, says he has not signed a contract with Robert Coquelle to race in France next year. Several gentlemen with fair reputations for veracity say that Coquelle told them, upon his return from Worcester, that he had signed a contract with Taylor upon the same terms that the negro had when he was last in Europe.

Cyclist Gets Big Verdict.

A St. Paul, Minn., jury last week rendered a verdict carrying damages in the sum of \$5,700 in favor of Daniel Kroning, a cyclist. He was run down by a street car while riding his wheel, and brought suit against the railway company with the above result.

Where the Hunters are Up-to-Date.

Out Montana way they are using motor bicycles to assist the hunt for big game. The accompanying illustration shows a

couple of the hunters returning from a successful chase on a 2 1/4 H. P. Columbia, fitted with a tandem attachment.

Tie Vote in Ramblers' Election.

The Ramblers' Bicycle Club, of Buffalo, held its annual election last week. It resulted in many spirited contests. The following officers were chosen for the coming year: President, Edward Zier; vice president, Edward Wright; treasurer, Edward Stroman; financial secretary, Edward Mulvey; recording secretary, J. L. Lester; corresponding secretary, Fred Sinclair; press correspondent, Paul Priess; captain, James Dick; first lieutenant, Gurney Schue; second lieutenant, George Geehler; color bearer, Edward Reister; bugler, H. Hennessey; directors, C. Kersey and H. Baer. M. E. Callahan, J. Drexellus and Patrick Young received the same number of votes for the office of the third director, and a special election will be held to decide the tie.

Black Rocks Select their Leaders.

The Black Rock Cycling Club, of Buffalo, N. Y., has elected the following officers for the ensuing year: President, S. D. Kittinger; vice-president, W. N. La Tour; corresponding secretary, F. H. McMahon; recording secretary, A. Utz; financial secretary, J. C. Eschborn; assistant financial secretary, Frank Sheridan; treasurer, W. G. Humphrey; captain, G. Hopkins. Directors, G. Moffett, F. J. Striker, J. F. Bohn, M. F. Roesser, James O'Neill and Charles Hoen. The annual banquet, which occurs New Year's eve, promises to surpass all records of previous years in point of attendance.

Result of Mixing Cycles and Autos.

If the Associated Cycling Clubs of New York have not repented of their folly in including a class for automobiles in their midnight New Years' race to Tarrytown, it is not yet too late. They certainly have had ample evidence of the unwisdom of their course. The well-intentioned idea that the inclusion of automobiles would advertise the annual event has resulted in the advertising—of automobiles. Practically every paper that has given space to news of the affair has so headlined and otherwise "featured" automobiles that it now appears that the tail is wagging the dog. There is an old adage regarding the shoemaker sticking to his last. The A. C. C. and all other cycling organizations will do well to take it to heart.

Cycling in Venice.

Because Venice has no streets and no vehicles, the majority doubtless infer that a bicycle ride is as impossible as riding across the ocean. Not so, however, as one island about a mile from Venice, the Lido by name, is a favored resort for cyclists. It is true the rides are short, the longest distance being a round trip of twenty-five miles. In starting from the Lido one can ride as far as Malamoko, a small village, which is joined to the larger island by a peculiarly constructed bridge. Curious as it may seem, it is here that the people watch amateur speed contests, and they cause as much excitement as a gondola race on the Grande Canal.

CLUBS AND CLUB LIFE

Some of the Strengths and Weaknesses of Organizations and Clubmen Pointed Out.

"Clubs and Club Life" was the topic at the semi-weekly "talk" at the New York Motorcycle Club on Saturday last. The subject was handled by R. G. Betts, president of the Federation of American Motocyclists.

In preparation for his remarks, Betts stated that he had searched afar back to discover the original club, which research had convinced him that the very first organization of the sort was a boat club, one which, paradoxical though it appears, was at once much mixed and peculiarly exclusive. A man named Noah was the captain of the club, and there is little doubt that it gave to him the time of his life.

"As you all know," went on Betts, "Noah's club was made up of members who were forced to join, whether or no." He added that it would be a good thing if men could be forced into some of the clubs of to-day. "It would," he said, "be the only manner in which very many of them, who seek and are ever ready to share the benefits that flow from organization, could be induced to bear any part of the burden or be separated from their money."

The club really represents one of the first laws of nature, and is akin to the birds, the beasts and the fishes that flock each with its kind. It usually is the embodiment of a living idea, for the advancement of which it stands. It is that community of interest and that union which imparts strength. Few, if any, great movements are carried to completion by unaided individuals.

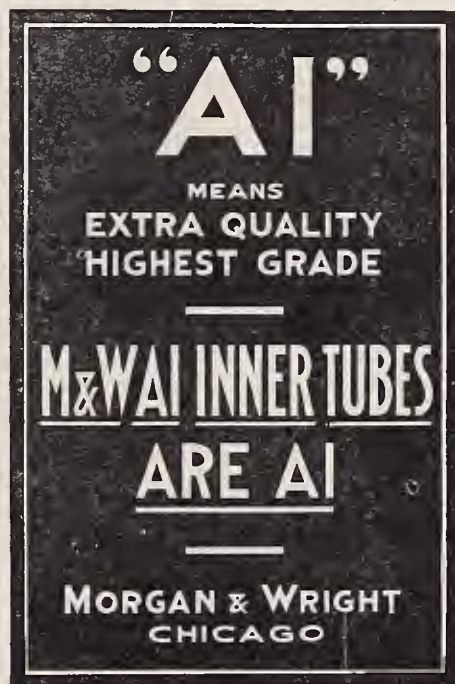
Some clubs represent their particular ideas—hobbies, if you please—much better than others. Just as there are stuffed clubs, so there are clubs full of 'stuffs.' But all stand for something. They aim at an ideal, even if they do not all hit the mark.

Betts divided clubs into two classes—the purely social and the socially strenuous—for in all the idea of companionship is the underlying principle. The purely social club lives wholly indoors. It exists solely to maintain a meeting place, usually with drinking attachments. The socially strenuous, while maintaining a meeting place or rendezvous, does not live within a shell, but goes out into the world and stretches itself.

Of the most strenuous of these socially strenuous are those pioneer organizations of which the motorcycle clubs of to-day are an example. They must blaze the way through forests of ignorance and breast strong currents of prejudice, and must educate the public while educating themselves. To accomplish this it is necessary that they "do things." "Doing things" is the keynote of success. It makes a club interesting and attractive from every standpoint. It holds old members and attracts new ones, and begets that publicity which educates the public and which constitutes the water that feeds the

new plant and causes it to attain growth and strength.

The average member of a club, Betts said, was much inclined to the question, What is the club doing? He never puts to himself the question, What am I doing for the club? He does not seem to realize that he is part and parcel of the organization. About all very many members of the sort ever do for a club is to pay their dues and attend meetings. While this is very necessary to meet the rent bills and to form quorums, club members really owe more to their organizations. It is within the means of some to contribute money, others to contribute time, while all—if they but will—can obtain new members and contribute ideas; and ideas are what count in club life. A club, like the



NEW YORK BRANCH 214-216 WEST 47TH ST.

man without ideas, stands still. It is not enough for members merely to attend meetings and remain oysterlike or to merely "second the motion" or "move we adjourn"—which is the limit of many men's activity—as it accomplishes nothing. As a rule, a comparatively few members throw themselves heart and soul into an organization; they do most of the talking and most of the work. Too often their only reward is brought home, by a roundabout course, in the remark "a clique is running the club." Too much is expected of the officers, or at any rate they are expected to make progress without aid. Willing workers though they may be, they need help, and welcome it. They need ideas and suggestions; they need men who will not, as is too often the case, beg off or shirk committee work. In his way the club "kicker" is a most valuable personage—that is, if he kicks on the floor of the meeting and not after the meeting has adjourned.

The burden of the pioneer club is often much heavier than usually falls to the lot of an organization. On it, in large measure, depends the good or bad opinion of the public regarding the movement in which it may be

concerned. Personal appearance of the members and their conduct has a powerful influence in this regard. Nor can such clubs hide their light under a bushel, they must come out in the open and do those things which attract attention—not for themselves, but for the advancement of the idea for which they stand. In this detail in the life of pioneer clubs the press committee is of prime importance, although the fact is too generally overlooked.

One failing of the pioneer clubs, and which Betts admitted was difficult to rectify, was the proneness to open the door to every Tom, Dick and Harry who applied. He made no pretensions to exclusiveness, but he did think more discrimination should be practised in this respect. He thought also that the inclination was to place the amount of dues at too small a figure, rendering it difficult to make ends meet and to "do things."

That the New York Motorcycle Club in particular had performed good work he believed was self-evident. It had gained name and fame that extended throughout the whole country, which fame had been earned solely because it had "done things." No holiday had been permitted to pass without the holding of some event which would at once interest its members and supply publicity, which, applied often, would, like the "constant dripping" of the adage, wear a hole in the stone of public opinion through which the light will shine.

To the man who attended the Saturday night "talks" and applied himself to them intelligently Mr. Betts believed that the information imparted was of a practical nature that no textbook could supply, and that was worth very much more than the price of the modest dues exacted. The "talks" had made all such members better motocyclists. If other motorcycle clubs had done one-half as much, Betts ventured that motocycling would be very much further advanced. Aside from such selfish benefit, however, he believed that all clubs left their mark on their members' lives; that they made for them good friends and supplied "times," the memories of which in after life form some of the pleasantest pictures in their mental art galleries.

To Reduce Tax on Motorcycles.

At last St. Louis, Mo., is in a fair way of relieving motocyclists of the unfairly onerous tax to which they have long been subject—one of \$10 a year imposed for the privilege of using streets that are none too good. The fee is the same exacted for big trucks or touring cars, while pedal propelled bicycles escape at \$1 each, when any attention at all is paid to them. The relief is promised by an ordinance just introduced reducing the tax on motorcycles to \$2 and of the passage of which there is every likelihood. J. C. Higdon, president of the St. Louis Motorcycle Club and chairman of the F. A. M. committee on legal action, is following up the measure and bringing the weight of his organizations to bear.

FOR AN AMATEUR LEAGUE

Simple Plan by Which Interest in Racing May be Considerably Increased.

Why not an Amateur Racing League? One somewhat similar to, say, a local, if not national, baseball or hockey or any other old league. It is not so impossible as may appear at first blush, and, if properly worked out, it will, I think, add an interest or zest to amateur bicycle racing, and also stimulate not a few of the club's throughout the United States.

Let a league be formed and a trophy secured to be awarded annually to the club scoring the highest number of points at the close of the league season, and with a secretary to keep tab of the points, half the work is done.

As an illustration, New York and vicinity affords an easy means of operating such an organization. As it is now, there are many club members who enter all the amateur races, and as races are held nearly every week over the Long Island roads only eight or ten clubs would be required to compose the league.

The clubs, having expressed their intention of competing—having entered, in fact, for the trophy offered—some official connected with each club must make it his duty to return each week to the league secretary, or recorder, the best performance of any one racing member of his club. Every first prize won counts 3 points; every second prize, 2 points; every third prize, 1 point. It does not matter whether prizes are won in scratch or handicap races, so long as they are open events; all have the same value, but only one prize winner in each club can be returned each week; naturally the club officials will return the best point scorer. It is obvious that, say, the ten clubs are competing on equal terms and on their all-around merits, scratch men and handicap riders alike having the same chance of scoring points for their club.

Having generalized the scheme, let me illustrate how a league table might look in the second month of the racing season, when matters have begun to settle:

| Positions to date. | Club. | Rider. | First. | Second. | Third. | Points. | Points to Last Return. | Total Points. | Position in Last Return. |
|--------------------|-------------|---------------|--------|---------|--------|---------|------------------------|---------------|--------------------------|
| 1 | Tigers | Van Den Dries | 2 | 1 | 0 | 8 | 13 | 21 | 2 |
| 2 | National | Goerke | 2 | 0 | 2 | 8 | 11 | 19 | 4 |
| 3 | C. R. C. A. | Mock | 0 | 2 | 0 | 4 | 14 | 18 | 1 |
| 4 | Brower | Coupe | 2 | 0 | 1 | 7 | 10 | 17 | 5 |
| 5 | Park Circle | Lind | 0 | 2 | 0 | 4 | 12 | 16 | 3 |
| 6 | Monitor | Erickson | 3 | 0 | 1 | 10 | 2 | 12 | 10 |
| 7 | Navarre | Simmons | 1 | 0 | 0 | 3 | 8 | 11 | 6 |
| 8 | Homan | Beyerman | 2 | 0 | 0 | 6 | 4 | 10 | 8 |
| 9 | Pellet | Sherwood | 0 | 0 | 1 | 1 | 7 | 8 | 7 |
| 10 | Bay View | Mackey | 1 | 0 | 0 | 3 | 3 | 6 | 9 |

RACING LEAGUE TABLE—SECOND MONTH.

It will be assumed that already some interesting changes have taken place in the position of the clubs. The C. R. C. A., which, for the sake of argument we will say, was first in the first returns, has fallen to third position. The Tiger Wheelmen, who were second, secured first place, and the National A. C., by the good riding of Goerke, goes from fourth to second place, and is only 2 points behind the leader. A noteworthy rise is that of the Monitor A. C., which has jumped from tenth to sixth place. Park Circle shows a bad drop, having fallen from third to fifth, while the Browers rise from fifth to fourth. Suppose we now look at the table as it might appear a month later:

| Positions to date. | Club. | Rider. | First. | Second. | Third. | Points. | Points to Last Return. | Total Points. | Position in Last Return. |
|--------------------|-------------|---------------|--------|---------|--------|---------|------------------------|---------------|--------------------------|
| 1 | National | Goerke | 2 | 2 | 0 | 10 | 19 | 29 | 2 |
| 2 | Brower | Coupe | 3 | 0 | 1 | 10 | 17 | 27 | 4 |
| 3 | Tigers | Van Den Dries | 0 | 2 | 0 | 4 | 21 | 25 | 1 |
| 4 | C. R. C. A. | Mock | 0 | 2 | 1 | 5 | 18 | 23 | 3 |
| 5 | Park Circle | Lind | 2 | 0 | 0 | 6 | 16 | 22 | 5 |
| 6 | Navarre | Simmons | 2 | 0 | 1 | 7 | 11 | 18 | 7 |
| 7 | Homan | Beyerman | 0 | 2 | 1 | 5 | 10 | 15 | 8 |
| 8 | Monitor | Erickson | 0 | 1 | 0 | 2 | 12 | 14 | 6 |
| 9 | Pellet | Sherwood | 1 | 0 | 1 | 4 | 8 | 12 | 9 |
| 10 | Bay View | Mackey | 2 | 0 | 0 | 6 | 6 | 12 | 10 |

RACING LEAGUE TABLE—THIRD MONTH.

Again are seen some entertaining variations. Goerke, of the National A. C., has put his club at the top of the league with a couple of firsts and the same number of seconds, thus bringing its score to 29. The Browers have gone up from fourth to second place, and are only 2 points behind the leaders. The Tigers have dropped from the lead to third position, but are by no means out of the race yet. The C. R. C. A. has dropped one and the Monitor A. C. two, but the Homan and Navarre clubs have each advanced one. And so we should go on, and with each month I think the competition would increase in interest until the end, when there would, no doubt, be a most interesting final table, and possibly it would be full of surprises, for all the figures are capable of considerable development by the riders of the various clubs. Some might think that the clubs which entered for the league competition should at the same time enter one man—their best—and that he only should score the points for his club. This would, I think, detract from the merit of the scheme. By entitling handicap

wins to the same value as scratch race wins it is made possible for a larger number of clubs to compete, many of which would stand no chance against the scratch divisions of a few crack clubs. Then, if leagues of this kind could be organized in any of the States or cities, there could be a final series of races for championship honors between the first and second men of the various smaller leagues. The scheme, the idea of which I freely admit came from abroad, is susceptible of many ramifications—it might include two, three or five picked men from each club, and even be applied internationally. But, of course, I am looking ahead too far. If we can only form some

local league I think more interest will be taken in amateur racing than is evinced at present. VAL.

Darragon Betters the Hour Record.

The very few who remember the pitiful fizzle which that French "importation," Louis Darragon, made in the New York six-day race of 1902 will find it hard to recognize him as the holder of the hour paced record. Despite the fact, however, he is now the possessor of that laurel, having at the Parc des Princes, in Paris, on November 15, added 308 yards to Bruni's score, thereby bringing the record to .54 miles 1,058 yards. Darragon, who is only twenty-two years old, has more the build of a sprinter than a stayer, being 5 feet 8 inches tall and weighing less than 154 pounds. In general appearance he is not unlike the late George Leander. In 1902 he set up a ten kilometre unpaced record of the Buffalo track, in Paris, covering the distance in 14:19. He did not take up pace following until the present season, his first victory being at the Parc des Princes over a distance of thirty kilometres; Bac, Guignard, Michael, Dussot, Rujere, Walpic finishing behind him. Afterward he rode many successful races, and was one of the very few pace followers who defeated Walthour.

Wrestling with the Word "Bicycle."

The word "bicycle" is a foolish hybrid compound, half Latin and half Greek, says a man learned in derivations. Latin would have given us "birote," and Greek would have given us "dicycle." English would have given us "twiwheel," but native forms are not much sought after in these days of culture.

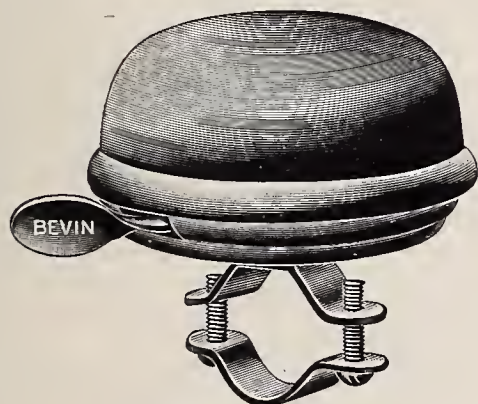
NOT EXACTLY

Christmas Bells

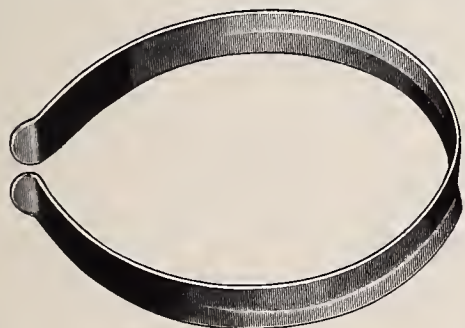
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Unfathered Tale from Florida.

From Florida comes a report that a syndicate of wealthy men is making plans to hold a monster carnival of sports there next year. Grounds are to be secured at Ormond or Palm Beach, while the beach between Daytona and Ormond is to be used for automobile racing. Cycle races are to be part of the programme, but no intimation is given as to whether the cycle races are to be held on a track or on the beach. The gentlemen back of the project have so far modestly withheld their names.

Midnight Scorch to Valley Stream.

For the third time the Long Island Division of the Century Road Club Association will conduct its "dawn of the New Year" race to Valley Stream, the start from Bedford Rest, Brooklyn, being made at 12:01 a. m. on the morning of January 1. Some fifteen prizes are already listed and others are in sight. In addition, the Jones trophy, which goes to the rider winning it three times, will be awarded the first man to reach Valley Stream.

Helvetia's Home Trainer Contest.

In connection with their fifth annual ball on January 21 next, the Helvetia Wheelmen, New York, will hold a one-mile home trainer contest, which they say is "for the championship of New York State." Diamond, gold and silver medals are offered as prizes. Entries will close on January 16 with H. Koller, No. 678 East 161st street.

"PERFECT"

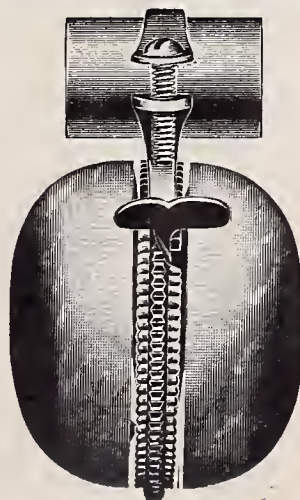


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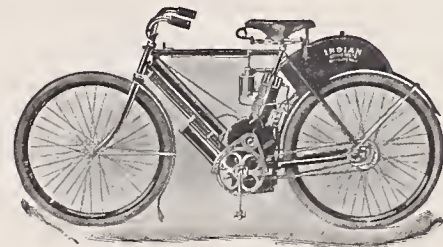
The Starr Bros.
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brought the police order, as they operate to bring the orders of all men who consider well before purchasing.

For the second time, the hill-climbing championship of New Zealand was won by an Indian, on October 20th last. Three other American machines and six English ones tried for the honor. At home or abroad, it is always the same story—the Indian leads, uphill, downhill or on the level.

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The Week's Patents.

775,935. Bicycle. Charles E. Pierce, Buffalo, N. Y. Filed Aug. 13, 1903. Serial No. 169,338. (No model.)

Claim.—1. In a bicycle, in combination with the front forks and the steering head tube, a head crown, a fork crown, said head crown rigidly secured to said steering head tube and said fork crown rigidly secured to the front forks, a pivot uniting said crowns and having its axis transverse of the machine and substantially intersected by the axis of said tube, a shaft secured to said fork crown of lesser diameter than the internal diameter of said steering head tube, and extending upwardly with said tube, and a spring or springs for limiting the movement of said shaft within said tube, substantially as and for the purpose set forth.

776,463. Vehicle Wheel. Emery Gates, Modesto, Cal. Filed Jan. 4, 1904. Serial No. 187,634. (No model.)

Claim.—1. In a vehicle wheel, the combination with a continuous rim, of a dovetailed circumferential channel therein, a rubber tire composed of a plurality of independent arc sections, a base to each tire section, conforming to the shape of the circumferential channel of the rim, one or more openings in the rim for the insertion of the tire sections within the rim's channel, and means for

clamping the tire sections and detachably connecting the same to the rim.

776,700. Sparking Device for Internal Combustion Engines. Charles E. Sterne, San Diego, Cal., assignor to Sterne Bros. Co., San Diego, Cal., a corporation of California. Filed May 2, 1901. Serial No. 58,530. (No model.)

Claim.—1. In a sparking device, the combination with electrodes which are normally out of contact, of a rocker arm for causing a contact, the free end of which is perforated and provided with a concave seat on each side, a shouldered rod projecting through said perforation, convex clamping means, one on each side of said arm, one of them being rigid and the one between the shoulder and arm being movable, a spring between said shoulder and the movable clamping means, said spring being strong enough to return said parts to their normal position by pressure upon said clamping means, a guide for supporting the free end of the rod, and means for moving the rod longitudinally.

776,661. Bicycle. Nelson J. Greenison, New York, N. Y. Filed May 3, 1904. Serial No. 206,114. (No model.)

Claim.—1. A driving gear for bicycles, comprising a supporting frame, a pair of pedal levers pivoted on the frame between their driving and driven ends, the said levers hav-

ing each one straight slotted end, a driving axle having gears thereon, and a second set of gears meshing with the axle gears and provided with pins which enter the slots of the levers, the levers and pins being arranged in relation to each other so that the pins have a constant bearing on the levers during the entire rotation of the gears.

776,697. Puncture Plug for Pneumatic Tires. Fred A. Sieverling, Kansas City, Mo. Filed April 4, 1903. Serial No. 151,124. (No model.)

Claim.—1. A puncture plug comprising two members adapted to be secured upon the inner and one upon the outer side of a pneumatic tire, the inner member having a shoulder upon which the tire is adapted to be clamped, and having extending beyond said shoulder an elliptical projection adapted to enter and fit a hole provided in the tire, the said projection having two screw threaded holes, the outer member having two holes disposed so as to register with the screw threaded holes, and two screws for mounting in the holes of the outer member and engaging the threaded holes of the inner member.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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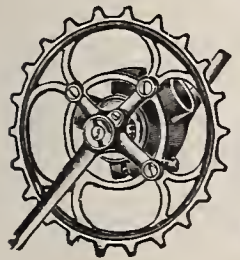
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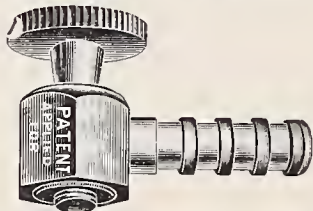
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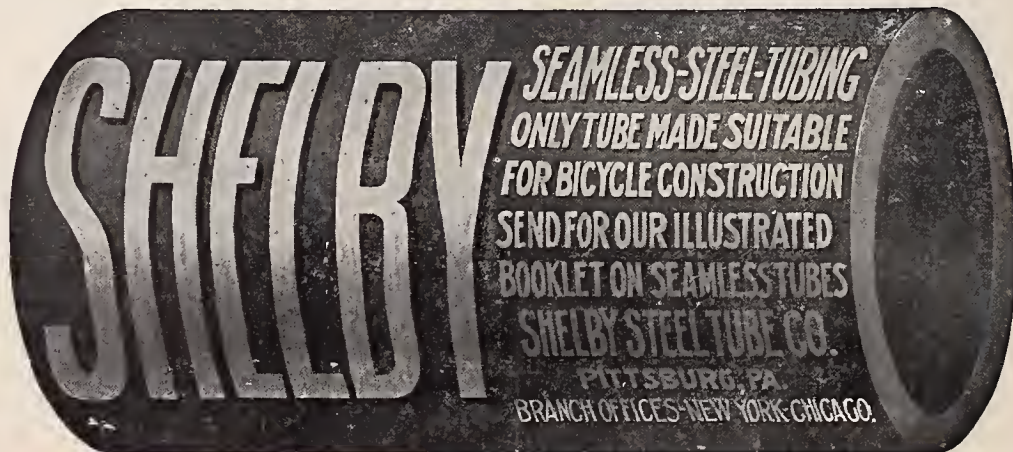
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Catalogs showing stock goods mailed upon request.

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TRADE MARK

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, December 31, 1904.

No. 14

SAYS STICK TO CYCLING

A. C. C.'s Excursion Into Automobiling Brings Mile Rebuke and May Bring Police.

The action of the Associated Cycling Clubs of New York in providing a class for automobiles in its "dawn of the new year" run to Yonkers and Tarrytown has not met with entire approbation on the part of its members. Some of them feel that their action in this regard is in the nature of an unwarranted departure from its specified objects. At its meeting on Thursday night the New York Motorcycle Club gave voice to this feeling by the adoption of the following polite "stick to your last" resolution:

"Resolved, That the New York Motorcycle Club view with regret the action of the Associated Cycling Clubs of New York in including automobiles in its New Year's contest, and that its delegates to the A. C. C. be instructed to respectfully urge that the association confine its efforts to the promotion of cycling in its several forms."

Although the automobilists themselves have displayed no interest in the affair, late yesterday an overwise and ambitious cop who recently was mixed up in a police scandal is said to have notified Police Headquarters that an "automobile race" was on tapis, and the order has gone forth to stop it. Whether this means trouble for the cyclists remains to be seen. In previous years there was no attempt at interference, and if this should come to-night, it will mean simply that the riders must hold themselves well in hand until the open country is reached. There are many patches of packed snow on the road, and it will help make the going interesting.

Meanwhile, the preparations for the historic run, which has survived the shocks of many winters and the decline of cycling as a fad, are well in hand. There are more prizes than ever on the list. The first cyclist to reach Yonkers will receive the Simms trophy, the O'Neill medal and a bottle of champagne; the second, a pair of Palmer tires, and the third, a Standard two-speed gear. The first motorcyclist will be awarded the Oatman solid silver cup and a bottle of

champagne. For the arrivals at Tarrytown the prizes will be as follows: For cyclists, the Gerbereaux trophy, the Oatman medal, a Columbia bicycle, a bottle of champagne, a pair of tires, a lamp and a Persons saddle; for the motorcyclists, the Pitman trophy, a bottle of champagne and a pair of Hartford tires.

The pedal pushers will be started at 12:01 a. m. on the 1st, and the motorcyclists 30 minutes later.

Ireland Hints at a Revolution.

Ireland, which gave to the world the pneumatic tire, "may again revolutionize the making of the safety bicycle."

This deep, dark, mysterious hint is dropped by the Irish Cyclist. What it means or portends probably only the Irish Cyclist knows. It gives no intimation of the nature of the possible revolution, merely dropping the hint as quoted, and adding that "many interesting rumors have reached its ears."

Lucey Family Incorporates Itself.

James Lucey, the veteran Troy (N. Y.) dealer, has incorporated his business as the Troy Automobile Exchange; capital, \$5,000. With himself, Victoria L. and Cornelius, of the Lucey family, constitute the directors. They will continue to handle bicycles.

New York Jobbing House Expands.

The New York Sporting Goods Co., who are going into automobile supplies, have leased the entire building 15 Warren street, New York. They have also secured the services of Charles Richards, for many years E. J. Willis's right hand man.

Olson Grows Ambitious.

Albert E. Olson, the Toledo man, whose bicycle saddle springs are fairly well known, is endeavoring to form a stock company to market his goods. His preliminary plans place the capital stock of the proposed company at \$20,000.

Firm Transformed Into Corporation.

Tenney & Sikking, Decatur, Ill., have been incorporated, with \$25,000 capital, to deal in bicycles and farm implements. The incorporators are W. A. Sikking, Myrtle B. Knight, F. M. Tenney.

SITUATION IN SOUTH

Demand for Bicycles Is Maintained, but there's Cotton on the Horizon.

J. D. Anderson, the vice-president of the Hartford Rubber Works Co., who last week returned from a swing around the South, confirms the previous reports of the good condition of the bicycle business that marks that section of the country.

In company with the Hartford Rubber Works's Southern representative, Arthur W. Kirk, Mr. Anderson spent from the 6th to the 21st in visiting the principal Southern centres, among them Atlanta, Savannah and Augusta, in Georgia, and Jacksonville, Tampa, Miami and Daytona, in Florida.

He states that he was particularly impressed with the number of bicycles sold and in use in all of the places he visited. His observations, he said, led to the opinion that the aggregate sales of bicycles in any of the cities named is greatly in excess of the business done in any of the Northern or Eastern cities of corresponding size. He also found that, while high grade tires are in demand—of which the Hartford obtains its full share—there is a prime call for cheap tires. He instanced Jacksonville, where, he said, there are a great many comparatively cheap wheels disposed of which carry with them cheap tires.

"While the general business situation is much improved," said Mr. Anderson, "in Georgia one obtains a strong impression that the future, very much and very naturally, depends entirely upon the market price of cotton. At the present moment the Southern people have the cotton on hand, with no demand except at a price that leaves no profit for the growing."

This, he said, is the only possible disquietment on the horizon.

Small Fire in Boston.

Fire in the building on Atlantic avenue, in which A. G. Clark & Co., Boston, Mass., had quarters, caused slight damage to the stock of the concern last week.

NOVEMBER NOT SO BAD

**That is, Exports Did Not Drop so Heavily
—But They Did Drop.**

By comparison with the past few months, the November report of exports of bicycles and parts leaves no ground for complaint. The figures still show a loss, it is true. But the loss is a small one, and the comparison is with a fairly good month. The figures are \$96,141 for November, 1904, and \$107,882 for the previous year.

A number of surprises are revealed by an examination of the figures in detail. For a wonder, there are nearly as many gains as losses, and while the balance is of course, against the former, the matter is not so one-sided as it has been of late. Japan shows a wonderful power of recuperation amid the stress of war, practically doubling the purchases of a good month in 1903. The figures are \$32,194 and \$16,760, respectively. The Latin-American countries also make a splendid showing. Argentina heading the list with a jump from 4,017 in November, 1903, to \$4,153 last month. Cuba, Mexico and Colombia also show substantial gains, the figures being, in round numbers, \$1,000, \$600 and \$400, respectively. Other Europe, with a gain of \$1,700, Belgium, with \$1,300, and France, with \$700 increase, round out the encouraging side of the ledger.

The United Kingdom bears off the palm in the matter of losses. Her purchases dropped from \$22,354 to \$12,896. The Netherlands and British Australasia each fall off to the extent of \$5,000.

The figures in detail for the month and eleven months, respectively, are as follows for the corresponding periods:

| Exported to— | November, | | 11 Months Ending | | November, |
|---|------------------|-----------------|--------------------|--------------------|--------------------|
| | 1903. | 1904. | 1902. | 1903. | 1904. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom | \$22,354 | \$12,896 | \$372,042 | \$231,991 | \$232,750 |
| Belgium | 1,888 | 3,104 | 43,661 | 47,427 | 49,762 |
| France | 1,649 | 2,390 | 173,886 | 103,692 | 76,273 |
| Germany | 4,270 | 2,165 | 248,821 | 129,892 | 106,170 |
| Italy | 3,664 | 2,996 | 62,876 | 49,027 | 35,377 |
| Netherlands | 7,565 | 2,669 | 130,773 | 106,831 | 76,406 |
| Other Europe | 9,526 | 11,226 | 277,196 | 172,427 | 151,537 |
| British North America..... | 2,831 | 2,707 | 166,089 | 147,288 | 111,059 |
| Central American States and British Honduras | 257 | 522 | 2,705 | 2,567 | 4,134 |
| Mexico | 2,797 | 3,357 | 24,785 | 49,757 | 40,671 |
| Cuba | 1,040 | 1,998 | 10,768 | 15,514 | 31,581 |
| Other West Indies and Bermuda.. | 2,250 | 2,163 | 44,175 | 30,168 | 30,072 |
| Argentina | 1,017 | 4,153 | 6,612 | 11,897 | 19,321 |
| Brazil | 390 | ..... | 6,315 | 8,322 | 11,850 |
| Colombia | 94 | 472 | 897 | 755 | 5,007 |
| Venezuela | 65 | 73 | 456 | 380 | 332 |
| Other South America..... | 1,602 | 418 | 18,276 | 17,743 | 13,066 |
| Chinese Empire | 4,604 | 813 | 24,408 | 20,091 | 11,808 |
| British East Indies..... | 1,868 | 645 | 47,291 | 23,120 | 16,321 |
| Hongkong | 1,068 | 260 | 5,498 | 7,040 | 3,545 |
| Japan | 16,760 | 32,194 | 374,528 | 371,536 | 308,080 |
| British Australasia | 11,205 | 6,403 | 200,962 | 287,020 | 151,757 |
| Philippine Island | 4,378 | 776 | 18,857 | 25,946 | 5,964 |
| Other Asia and Oceania..... | 495 | 1,035 | 26,665 | 23,538 | 17,040 |
| British Africa | 3,458 | ..... | 109,228 | 43,128 | 5,977 |
| All other Africa..... | 787 | 706 | 9,357 | 5,940 | 4,728 |
| Other countries ..... | ... | ..... | 12 | 63 | 88 |
| Total | \$107,882 | \$96,141 | \$2,407,139 | \$1,934,100 | \$1,520,676 |

One Field for Winter Endeavor.

It is a failing with most people that they will not cycle through the winter months. The machine gets put away in some odd corner; it may have the nickelled parts covered with grease or it may not—more often “may not.” Anyway, by these people it is regarded as something of a nuisance, and when there is no spare room no doubt it is a very real nuisance. This being so, the advice printed below, while it has been given again and again, is both pointed and timely:

“Most cycle dealers could at a pinch find a spare room or a dry loft or shed in which cycles could be comfortably stored. Then why not notify the cyclists of the district, or those among them who do not cycle through the winter, that you are prepared to fetch the cycle away and store it until wanted for a trifling sum a week?” suggests a contemporary. “You might even go further and suggest that as winter roads are muddy, you would be pleased to arrange for machines to be brought to you after each ride, that you would clean carefully and hold in readiness for the next spin at a very moderate charge. Many a careful housewife would see to it if such facilities were available at a moderate cost; she would have no cycles always in the hall, to say nothing of the mud and mess inseparable from the storing of cycles within doors during bad weather.

“This idea, worked to the full extent of its possibilities, should be the means of introducing a good deal of repair work, for the simple reason that if a cyclist is storing his or her machine at a certain address, any repairing which that cycle may call for must either come to that address or the cyclist be willing to make a supplementary journey elsewhere, a most unlikely contingency if charges and work be honest and attention always prompt and courteous.”

DEALERS OF LONG AGO

**Things They Had to Contend With of
Which Later Generations Know Little.**

“The cycle agent of twenty to twenty-five years ago had a very great deal to do in building up the trade which has assumed such great dimensions,” says a veteran tradesman in the current issue of the Cyclist. “He acted the part of a missionary in converting the general public to a belief in what was then practically a new form of locomotion. Everybody who wished to cycle had to be taught how to ride before he could be persuaded into placing an order for a machine; objections on the score of danger had to be met, and fond parents reasoned with at length before they would allow their sons to take the initial step in learning.

“The workshop was then an important department of each agent's business, and the smith was the chief workman; there were no fittings to be bought ready finished in the early days; there were very few cycling newspapers, and even these did not contain articles calculated to assist the agent in his workshop—he had to rely upon his own mechanical knowledge and ordinary common sense; rims were made out of V angle iron, rolled to shape and welded together; spokes were made from coils of wire that was cut to length and straightened and headed in clamps in the vice before being inserted in the three-eighths-inch nipples, the other ends being headed in small hand clamps after being put through the rims. Ball or roller bearings were then unknown; backbones were forged out of the solid with the end split up to make the back forks for the little wheel at rear; the cement pot was largely in evidence for securing rubber tires to rims, and emery cloth was in constant demand for keeping the machines bright.

“The agent had to devote a considerable amount of time to fostering the growth of clubs, which helped materially to create the demand for more machines, in addition to being a means of protection to riders, whom the majority of horse riders and drivers considered it their business to harass and who were stigmatized as ‘cads on castors.’

“In the early days, the hiring trade was a very important branch, and fairly lucrative, although a lot of damage was done to machines hired, and it was not always practicable to recover the amount. Many of the bicycle handle bars were made of Bessemer steel, and these did not require many falls to put them out of shape, while bent cranks and pedal pins were a frequent occurrence. Speaking of handle bars, it is curious how the popular taste varied. At one time they were barely twelve inches wide; later they gradually developed into twenty-six inches, and then, after a time, went back to eighteen inches.

“With the large wheels which were in vogue at this time (and many of the early

tricycles had wheels as high as 54 inches), buckled wheels formed a big feature in the repair shop. Chain driven tricycles were also good customers to the workshop, the wear and tear of the gear boxes and band brakes necessitating frequent adjusting; chain wheels were not so accurately milled then as they are now; axles were constantly being bent, and steering pinions being replaced.

"Stove enamelling was unknown then. John Harrington who introduced this process later on, being at that time a cycle agent and maker at Ryde, where he produced his 'Arab' bicycle with chain band brake on front wheel hub. A great many bicycles were finished all bright, and at one period there was a good sale for burnished chains, to keep up their polish. When painting the machines came into vogue it was of the carriage type, with fine lines, and the cost of this was considerably more than present day enamelling."

Johannesburg as a Cycling Center.

"There is probably no city in the world where the bicycle is more generally used than in Johannesburg—doubtless owing to the lack of other convenient or rapid locomotion—the consequence being that hundreds of bicycles may be seen standing along the "kerb" or lining the main staircase to a suite of offices—in the latter case the machine is kept in position by catching one pedal in the balusters—and as the majority are not chained or secured in any way, there is nothing to prevent one from walking off with a mount to which they may have taken a fancy," writes a South African correspondent.

"Before a Kaffir—or Indian coolie, who is really the worst offender in this particular pastime—can paint a machine yellow he has to take it to some convenient place, and it was with the idea of stopping him before he has got this length that a new by-law designed to cope with this feature was suggested. A system of cycle registration is in vogue in Johannesburg, every machine having to carry a small metal plate, stamped with the registered number."

The Retail Record.

Christiansburg, Va.—Lester & Co., discontinued.

Los Angeles, Cal.—Frederick Pickles, sold out to J. E. Livesey.

Gilroy, Cal.—V. Reed Forsythe, sold out to J. W. Forsythe.

Leominster, Mass.—L. F. Burke, new store at 43 Monument street.

Kalamazoo, Mich.—Kalamazoo Cycle Co., G. R. Stover becomes sole owner; F. G. Wilson retires.

According to a Dublin man who recently visited all of the English centres, there is more cycling done in the Irish metropolis in one week than is done in a month in London, Birmingham and Coventry.

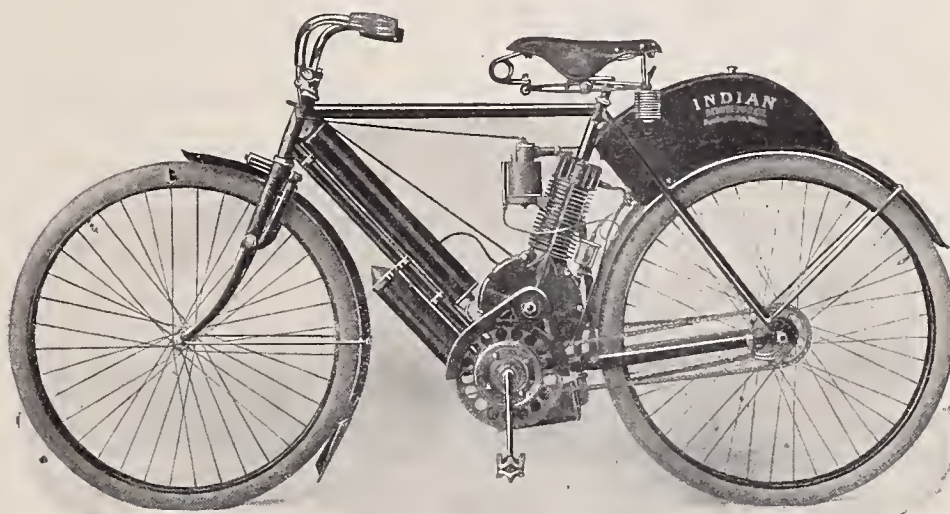
INDIAN INNOVATIONS

Several Ingenious Improvements Made in Famous Motor Bicycle—Is now Leverless.

It has been common gossip for some little time that Designer Hedstrom has had his ingenuity in active operation, and that when the Hendee Mfg. Co., Springfield, Mass., disclosed the Indian motor bicycle of 1905 the result would be found in the form of at least two notable improvements. The disclosure was made this week, and proves that anticipations have not been vain. While the two improvements in question, an ingenious and adjustable cushion fork and a throttle grip,

ever. With the double grip control there is no necessity whatever of removing the hands from the handle bars for any cause whatever, this ability to increase or decrease the power afforded by throttle by a mere twist of the wrist on a bad hill or a soft road being of no small importance.

The Indian cushion fork has been thoroughly tested out in every conceivable manner, the Hendee people say, and has not been found wanting. The fork itself is practically in two pieces. The spring carried in the small cartridge at the front compresses under the load, and under concussion the small spring in the back relieves the jar, consequently the forward part of the machine is hung between these two springs, the action being



THE INDIAN OF 1905.

"stand out," at least figuratively, they are by no means the limit of the improving effort. Among the other conspicuous new things is the new Splitdorf torpedo spark coil—so called because of its shape—and the special lamp bracket lug. The new coil is more powerful than any hitherto used, and in it lead insulation is substituted for rubber. The lamp bracket lug is a good example of Hedstrom ingenuity. The last season's experience demonstrated that longer and more scientific lugs were desirable to prevent the possibility of crystallization or breakage at the head. Accordingly Hedstrom produced such lugs, and by permitting the lower one to project forward he made of it an admirable lamp bracket. Hitherto it has not been possible to attach a lamp to other than the forksides of the Indian.

The "double grip control," as the Hendee people style the system of handle bar control, which is completed by permitting the throttle to be operated by the twist of the left grip, makes of the Indian a really leverless machine. There remains not a projection of any sort. The spark is controlled by the right grip in exactly the same manner as in 1904, and on the 1905 machine the throttle, as stated, is controlled by the left grip, the controlling device being practically the same as has been used on the spark during the last season, although several slight changes have been made in its construction, which makes it stronger and better than

on the two bolts at the hinged joints. By screwing up on the nut on the forward spring any desired tension of the spring can be obtained. This adjustment admits of different tension for the different weight riders, and also a different tension for the condition of the roads in different sections of the country. By screwing up the nut fully the fork becomes rigid.

The compensating sprocket, hitherto a \$5 "extra," and the Brooks imported saddle will form a part of the regular equipment, in which are also included the new throttle grip, new fork and new coil. The price of the Indian will remain the same, \$210.

Where Dealers are Prosperous.

At the recent annual meeting of the Austrian Cycle & Motor Dealers' Association it was stated that the best machines had not only kept their prices steadily, but some of them had even borne an advance without showing a falling off in business. From Germany comes a report to the same effect, both agreeing that the people do not mind paying a good price for a first class machine. In Austria the price for recognized standard machines varies between \$40 and \$60; only cycles without a recognized name can be had from \$25 to \$35. The Austrian Association is very prosperous, as can be seen from its donation of 2,000 kronen for the improving and starting of cycle paths near main roads.

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WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make.

E. F. HAMMOND.

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Terms address NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

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| | LONDON. | | |

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and MOTORCYCLE REVIEW

In which is Incorporated
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NEW YORK, DECEMBER 31, 1904

Good Will and the Traveller.

Years ago the spectacular side to the life of a bicycle traveller ceased to exist. No longer do these ubiquitous itinerants descend in numbers on cities and towns with huge, gaudily decorated trunks, lettered in unmistakable characters and telling all and sundry that Bill Jones and his Yellow Scorchers were in town and would hold a public seance at a designated time. Now modesty—an undue modesty, perhaps—marks their movements, and they aim to do their work quietly and unobtrusively and with all possible celerity.

It will be said that this plan of "hiding their light under a bushel" is in keeping with the reduced condition of the industry. There is something in this view, of course, but in shaping their course by it many travellers go entirely too far. They do too much hiding. While brass band and conquering hero styles of tactics are no longer the proper thing, it is not necessary to steal into a town like a thief in the night, and during one's short stay there act as if on a secret

service mission. The traveller's errand is not one to be ashamed of, as some of them seem to think. The dealer and some riders, at least, are interested in the new machines he has to show, and a little judiciously planned publicity will not be found amiss by either the dealer or the traveller. The latter's chief purpose is, of course, to show his goods and book an order for them. But he can profitably combine this duty with another, viz., that of mixing with the dealer's customers and exchanging views with them. It often happens that information of value to his firm will be obtained thereby, to say nothing of furthering the dealer's interests and helping him dispose of some of the goods he has just bought.

Goodwill counts for an astonishing lot in this world. The traveller who acquires that of his customer and the latter's customers has done a good stroke of business for his principals and made himself much more valuable to them.

Courting the Hardwareman

In consequence of the bold bid for his favor which Rudge-Whitworth is making, the British hardware dealer is looking with covetous eyes upon the retail cycle trade. Way down in his heart he has a feeling that the business really belongs to him, and he believes that he was cozened out of it in some mysterious and underhand way years ago. Therefore he welcomes with acclaim the chance to get at least a portion of it within his grip again and falls heartily into the plans of the British price disturber to accomplish a revolution in the methods of retailing bicycles. Linked with this desire is a feeling that the cycle dealer is an excrescence on the body politic—a so-called merchant who "lags superfluous" on the stage. This feeling crops out in an article that appeared in "The Hardwareman," an extract from which is appended:

"I hope all students are reading this journal closely enough to have seen the announcement that 'The Hardwareman' will give a special prize of a bicycle to the candidate who returns the best set of papers in connection with the option subject No. 8, 'Cycles and Accessories,' and I am quite at one with the editor in what he says about ironmongers and the cycle trade. It is a department which was largely lost to ironmongers when the trade sprang up, for want of enterprise, and apathy, which gave that superfluous person, the 'cycle agent,' a chance to come into being, and who is now endeavoring to keep body and soul together

by selling gramophones, cheap and foreign incandescent accessories, and even hardware lines. Ironmongers who, as 'The Hardwareman' has pointed out have taken up cycle business and handled it intelligently have made it pay, and let me add that by-and-by over 90 per cent. of the cycle business will be done by the ironmonger, who ought to have been doing it all the time, for no one is more favorably situated for doing it."

The optimism of this pronouncement is very refreshing. That 90 per cent. of the business of retailing cycles will ultimately come into the hands of hardwaremen is a bold prediction, considering that the British cycle business requires the services of more than 4,000 dealers. That they will relinquish their means of livelihood without a struggle is not to be thought for a moment. That hardware dealers can do the business any cheaper than cycle dealers has not been proved, and it is at least open to doubt. Certainly, they cannot do it as well, nor as sympathetically and intelligently. The experience of the past, in this country, has demonstrated this.

The memory of many dealers still in harness goes back to the days when the hardware dealers of this country made their attempt to corral a part of the cycle business. How they at first achieved a considerable measure of success and then failed to hold the business, and eventually dropped out entirely, will readily be recalled. This was just about a decade ago, when the boom period was at its height, and the fears of some dealers conjured up a picture of the cycle agent crowded out by the onslaught of the dispenser of tenpenny nails.

Why the latter failed to capture the business was apparent to close observers at the time. In a nutshell, it was that bicycles could not be sold over the counter like nails. They required to be handled in a sympathetic manner, by a salesman who knew them and rode them and was enthusiastic in praise of them. No ordinary clerk, who was obliged to consult tags or catalogues to distinguish one machine from another, could hope to interest a customer, and in most cases the customer expected to be interested and resented any perfunctory showing of the different machines. Next, it was necessary to make a machine stay sold as well as to sell it. To look after this part of the business properly it was necessary to fit up a repair shop on the premises or arrange to have work done outside. Unless outside work was bid for, the repair department was a heavy

loss, and this and the natural disinclination to fit up and run a shop usually led the hardware people to chose the plan of "farming out" their work. There was, of course, a decided disinclination to give the work to a rival dealer, and a concern doing repair work only was usually chosen. Even then it was difficult to evolve a workable plan, and there was always friction and delay, and everything, whether guarantee work or not, had to be paid for. Finally, there was the disadvantage of having trade secrets pass into the possession of an outsider. If any trouble arose, the repairer knew all about the weak points of the machine and was seldom chary of airing them.

The result was that most hardware men regarded bicycles as a nuisance, and only the ease with which sales were made and the good profit derived from them made them resigned to the continuance of the cycle department. When the decline set in machines were no longer easy of sale and everybody made haste to drop them.

The same causes will operate to-day in Great Britain. The field may appear alluring from a distance, but at close quarters it will lose its glamour and prove an unsatisfactory, if not an unprofitable, one.

Encouraging the Amateur.

Dealers who have the best interests of both the trade and the sport at heart will do well to think over the question of amateur racing as set forth in another column. Those dealers who are located in cities and towns where there are idle bicycle tracks, especially, should be interested in any proposition that would again open up those courses which have been allowed to lie idle for the past two or three years. While perhaps the immediate returns would not be very large in the way of actual sales of machines and sundries, the ultimate good which a series of amateur races would bring should more than compensate the dealers for whatever they did in the way of prize giving.

The holding of amateur race meets on the lines proposed need not be confined to cities and towns where there are specially constructed bicycle racing tracks. Such meets could be held to good advantage on both mile and half-mile trotting tracks when they could be secured without too great expense. This was done in the days before special bicycle tracks were thought of, and the interest and enthusiasm that resulted was of unfailing good effect.

LIGHT ON TWO-SPEEDS

One Who Has Used Them Intelligently Gives His Experience and Advice.

Editor of the *Bicycling World*: After a careful study of Mr. La Rue's letter in the *Bicycling World* of December 17, I was altogether unable to understand how he could arrive at the conclusion that a low gear is slower on a hill, and if he really found that he could not keep up with his 68 with companions using a 101 or thereabouts, then the only conclusion that I can reach is that he was not riding up a grade worthy of the title of a hill. Now, I do not want to go so far as to say a gear as high as 101 is absurd; there seem to be a few who can get good results by using abnormal gears, but if I add that a great many riders are using gears too high for all around pleasure I believe I am not overstepping the truth.

We have only to examine the gears used by racing men, riders who have experimented, are in the best of form and ride on perfect tracks, to observe that they ride gears in the neighborhood of 100. This is true if they ride only for a few miles, or in a six-day race. Their riding is on the finest and fastest surface, and, as in the case of the six-day event or indoor racing, in the absence of any wind. What, then, does the average man want with a gear as high as 101 for road and pleasure riding? I have done considerable experimenting with the matter of gears, and have observed the results obtained by others, and perhaps I can render some assistance to those—and there are many, no doubt—who will select the two speed device on their 1905 mounts.

Most of my riding has been in rolling and hilly localities, although I have done considerable over level and very gently undulating country, such as may be found on Long Island or on the roads from New York to Philadelphia. My riding companions, by far the greater part of them, date their cycling career back more than a decade, some having ridden in the days of the ordinary. Out in this locality the riding territory is quite hilly, with some levels now and then between, and the gears in use vary from 56 to 86, the average being, perhaps, somewhere between 66 and 74. Most of us tried high gears at some time or other and found them a decided failure, at least for long trips and for average roads.

Before the introduction of the two speed I experimented with gears ranging from 70 to 83, getting the best results with about 74, and better results with a lower gear than anything much higher. I never could climb hills fast, and usually was the last one up, this being the case whether I used a low or a high gear, although I could always climb

faster with a low gear. I could not easily regain the lost ground on the levels. We do not scorch on our runs, but each one usually rides his own pace. Some climb hills faster, others ride the levels faster, consequently we are sometimes spread out, and again bunched. Under such riding conditions it is easy to study the effects of gear changes.

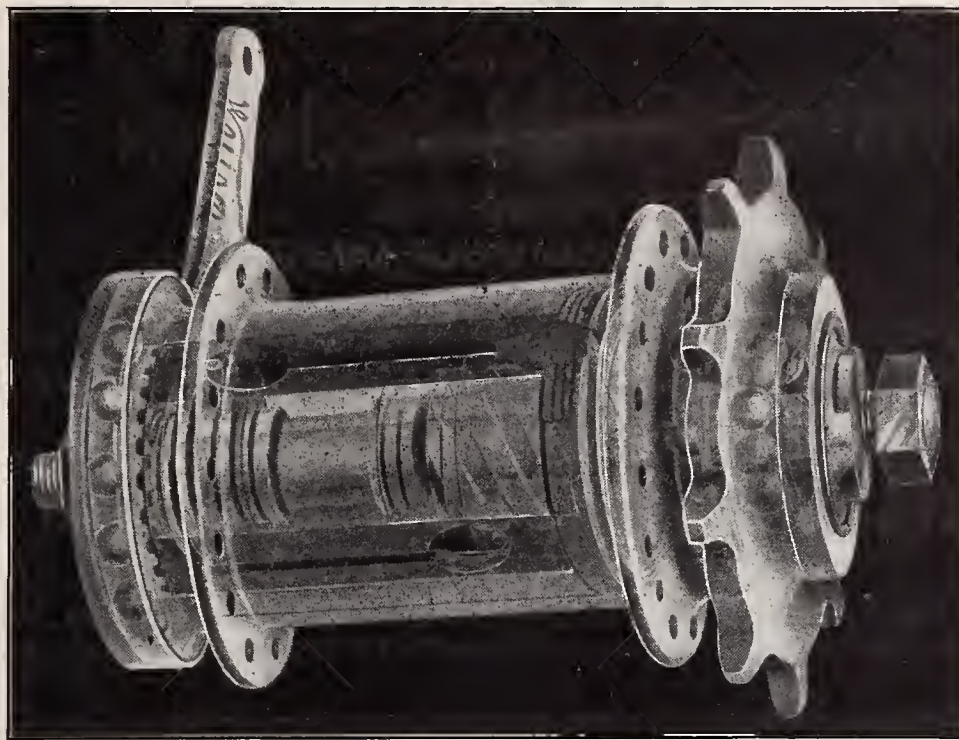
Prior to my introduction to the two speed I was usually among the tail enders, but since I have been using this device—and I am the only one, I am sorry to say—the order of things has been reversed. The reason for this is evident. In the first place, I ride faster up a hill with my low gear than I did before; likewise I ride with the wind, on the level or down a slight grade faster than before. In short, my riding is faster all around. Not only have I noticed it when riding with my companions, but in noticing by my watch that my average time between places is faster than before. My first combination on the two speed was 68 and 92, which I rode from the early part of last year till late in the summer of this season. This combination was a great improvement over the single gear of 74 that I had been using for several seasons; the 68 was an advantage on the hills, and the 92 was much more comfortable and a great deal faster on the down grades. There were places, however, where the low gear seemed a little low and the 92 a little high, and as I observed that I never pedalled the 92 uncomfortably fast, I decided to change the 92 to 83, which I am using now; and this is the ideal combination for me. There are a few places where the 92 is a little better for the high, in the same way that there are a few extremely steep hills where a 56 would be better on the low than 68; but, in either case, these conditions are seldom met with, and therefore these gears must be left out of consideration. The chief reason that I get better results with the 68—83 combination is because my pedal speed is more nearly a constant factor than it was before. That is, my rate of pedalling is about the same ascending an ordinary grade that it is on the level. With the 68—92 I usually pedalled faster when using the low than when on the high.

Any rider who has experimented with gears knows that one must become accustomed to a certain gear before he can use it to the best advantage. The man who uses a 68 for two runs and then jumps to 90, and after a few trips again to something else, will hardly find out what suits him. Now, this is where the disadvantage comes in when the gear ratio is very far apart, such as a combination of 68—101. The rider never uses either one enough to become accustomed to it—the low is always too low and the high one too high.

My advice to Mr. La Rue is to try the 68—92 combination, ride it for several months, and if his riding territory is mostly in level country, ride the big gear the greater part of the time; then, when a stretch of sand or very stiff head wind is encountered, I am sure he will appreciate his 68.

G. L., Jr., St. Louis.

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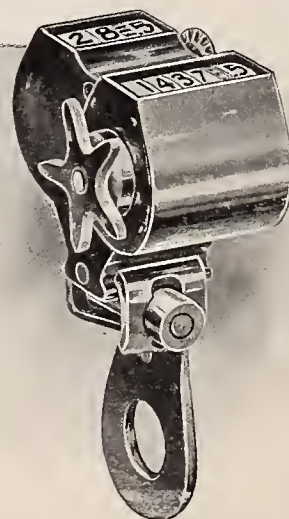
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PRINCE'S CARNIVAL CLOSES

Puts on an Extra Day's Events at Buffalo and Moves on to Troy.

With the purely philanthropic purpose, according to his announcement, of giving the clerks and working people of Buffalo an opportunity of witnessing some real bicycle races, Jack Prince ran extra meets on both afternoon and evening last Monday on his indoor track in Convention Hall. He received the reward which such generosity deserved, for the events in the evening were witnessed by a record breaking crowd and the building was well filled in the afternoon. Prince was so well satisfied with the attendance that he announced that he would return to Buffalo in six or seven weeks and give another week of racing, though he will endeavor to have more seating accommodation the next time.

Nat Butler proved to be the star of the motor pace followers, as the veteran won all of the races in the regular programme and he was ahead in his special match with Mettling on Monday night when one of his tires punctured and he was thrown to the track. Mettling captured the two-mile run-off. Mettling made the next best showing, with five victories and three defeats. Butler was the only one to administer a clean cut defeat to Mettling, which he did in a three-mile contest on the opening night. An exploded tire gave Cadwell a chance to defeat Mettling on last Monday afternoon, and Mettling's saddle broke on Saturday in his race against Fütler. Cadwell, Hardy Downing and Gussie Lawson each won four and lost four races, while Charles Turville had an unbroken list of defeats.

Prince will hold six days of racing, professional motor paced contests and amateur events, at Troy during the week of January 9, and the week following the party will go to Albany for another six days of racing. Hardy Downing left Buffalo for Salt Lake City after the races were finished last Monday night. His place in the motor paced contests is to be taken by Walter Bardgett, of Buffalo. Fred Ernst, of Rochester, failed to win anything after Wednesday night, when he established a track record of 2:05 from scratch. Ernst claimed that the handicapper did not give him a fair show, as he was put into the last heat and had to make up a gap of 100 yards on the nearest competitor.

All of the places in the mile amateur handicap on Thursday night went to riders wearing the colors of the Ramblers Bicycle Club. Fred Ernst, the lone scratch man, was placed in the last heat, which was won by a 110-yard man. The other two starters in the heat had 130 and 170 yards, the latter being a full lap and thirty yards ahead of Ernst at the start. William C. Chadeayne, a local

motorcyclist, rode a mile exhibition just before the first paced race. He was not very much at home on the steep banks, and his time for the mile was 1:51. Cadwell easily defeated Turville by one lap in their three-mile match. The best race of the night was the five-mile match between Butler and Downing, the former winning in 8:16. Butler gained about thirty yards on Downing in the first two miles, and was two laps ahead at the finish. He tried to pass Downing in the third mile, but Downing fought him off for two miles. Gussie Lawson had a punctured tire in his match against Mettling.

Saunders paced all of the winners of the motor paced events on Friday night. Butler and Cadwell met in the first motor paced match at three miles. Cadwell got the best of the start, but Butler overhauled him after ten laps of fierce riding. According to some special timers, Butler travelled at the rate of 1:21 a mile when he was chasing Cadwell. Downing seemed out of form, and was lapped four times by Mettling in the same number of miles. Gussie Lawson managed to gain three laps on Turville in their five-mile match. R. S. Lewis, who had been badly injured by a fall in the 65th Regiment games just a week before, won the fourth heat of the amateur mile handicap in 1:59 from the 90-yard mark. James Dick, who was second to Lewis in the trial heat from the 100-yard mark, won the final.

Nat Butler and Mettling were matched for a five-mile race on Saturday night. Mettling was to be paced by Saunders, while Fred White was to be Butler's man. The first mile had been ridden in 1:33, when Mettling was forced to drop out by a broken saddle spring. Butler kept on, and covered the five miles in 8:08. Saunders paced Downing in his five-mile match against Cadwell. Downing was but ten feet ahead at the beginning of the last mile, but Cadwell seemed to tire, and Downing won by a quarter of a lap. Gussie Lawson won from Turville by fifty yards in their five-mile match.

On Monday afternoon Mettling had a tire blow up after he had ridden a mile and a half in his five-mile match with Cadwell. The feature of the afternoon was the seven-mile race between Butler and Gussie Lawson. Butler gained slowly at first, and then Saunders pulled Lawson out of danger. Butler was not to be denied, however, and won by a small margin. Downing had little trouble in defeating Turville in a three-mile race.

All of the contests provided for the holiday evening crowd were professional events. Walter Bardgett and Warren Zurbrick were matched in a three-heat sprint race, which Bardgett won by taking the first and third heats. Butler and Mettling were scheduled to meet in a ten-mile motor paced race, but owing to the wear and tear on the motor tires the distance was cut down to seven miles. Saunders paced Mettling, and White was on the other machine. The pair covered the first mile in 1:30. Just as the second lap of the second mile was finished Butler's front

tire punctured and he was thrown to the track, being badly shaken up. He insisted on continuing the race, as it had been agreed to start over again if an accident happened to either man. The run-off was at two miles, and Mettling managed to win by a close margin. Gussie Lawson won from Downing in so close a finish that many of the spectators thought the race was a dead heat. In his match against Turville, Cadwell won by one lap. Summaries:

FOURTH NIGHT—THURSDAY.

One-mile handicap, amateur—Won by Gurney Scheu, Ramblers B. C. (95 yards); R. S. Lewis, Ramblers B. C. (110 yards), second; Charles McCracken, Ramblers B. C. (120 yards), third. Time, 2:08 1-5. Also ran—C. Laycock, Manhattan A. C.; Fred Schudt and James Dick, Ramblers B. C.

Three-mile motor paced match between Charles Turville, Philadelphia, and Frank J. Cadwell, Hartford—Won by Cadwell. Time, 5:10. Won by one lap.

Five-mile motor paced match between Hardy Downing, Los Angeles, and Nat Butler, Boston—Won by Butler. Time, 8:16. Won by two laps.

Four-mile motor paced match between Gussie Lawson, Buffalo, and Louis E. Mettling, Lowell—Won by Mettling. Time, 6:35 3-5.

FIFTH NIGHT—FRIDAY.

One-mile handicap, amateur—Won by James Dick, Ramblers B. C. (100 yards); J. M. Tanner, Woodbines (120 yards), second; Fred Schudt, Ramblers B. C. (90 yards), third. Time, 2:03 1-5. Also ran—R. J. Hoover, Ardelles; R. S. Lewis and C. McCracken, Ramblers B. C.

Three-mile motor paced match between Frank J. Cadwell, Hartford, and Nat Butler, Boston—Won by Butler. Time, 4:45 3-5.

Four-mile motor paced match between Hardy Downing, Los Angeles, and Louis E. Mettling, Lowell—Won by Mettling. Time, 6:21 1-5. Won by four laps.

Five-mile motor paced match between Charles Turville, Philadelphia, and Gussie Lawson, Buffalo—Won by Lawson. Time, 8:34 4-5. Won by three laps.

SIXTH NIGHT—SATURDAY.

One-mile handicap, amateur—Won by James Dick, Ramblers B. C. (60 yards); Fred Schudt, Ramblers B. C. (75 yards), second; A. W. Holmes, Ardelles (155 yards), third. Time, 1:59 1-5. Also ran—Val Jehle, 65th Regiment; Gurney Scheu and R. S. Lewis, Ramblers B. C.

Five-mile motor paced match between Louis E. Mettling, Lowell, and Nat Butler, Boston—Won by Butler. Time, 8:08. Mettling's saddle broke after the first mile.

Five-mile motor paced match between Frank J. Cadwell, Hartford, and Hardy Downing, Los Angeles—Won by Downing. Time, 8:09 2-5. Won by one-quarter lap.

Five-mile motor paced match between Charles Turville, Philadelphia, and Gussie Lawson, Buffalo—Won by Lawson. Time, 8:34. Won by fifty yards.

MONDAY'S EVENTS.

Afternoon.

One-mile handicap, amateur—Won by R. J. Hoover, Ardells (105 yards); Fred Schudt, Ramblers B. C. (75 yards), second; Charles McCracken, Ramblers B. C. (110 yards), third. Time, 2:03. Also ran—W. Morton, Toronto; Gurney Scheu, Ramblers B. C.

Three-mile motor paced match between Charles Turville, Philadelphia, and Hardy Downing, Los Angeles—Won by Downing. Time, 4:44 4-5.

Five-mile motor paced match between Louis E. Mettling, Lowell, and Frank J. Cadwell, Hartford—Won by Cadwell. Time, 8:16 1-5. Mettling's tire blew up at a mile and one-half.

Seven-mile motor paced match between Gussie Lawson, Buffalo, and Nat Butler, Boston. Won by Butler. Time, 11:41 2-5.

Evening.

Special sprinting match, professional, between Warren Zurbrick, Buffalo, and Walter Bardgett, Buffalo—First heat, half-mile, won by Bardgett; time, 1:01 3-5. Second heat, one-mile, won by Zurbrick; time, 2:08 3-5. Third heat and race, tenlaps, won by Bardgett. Time, 1:44 1-5.

Five-mile motor paced match between Hardy Downing, Los Angeles, and Gussie Lawson, Buffalo—Won by Lawson. Time, 8:07 1-5. Won by ten feet.

Three-mile motor paced match between Charles Turville, Philadelphia, and Frank J. Cadwell, Hartford—Won by Cadwell. Time, 4:55 4-5.

Seven-mile motor paced match between Nat Butler, Boston, and Louis E. Mettling, Lowell—Butler fell after riding one mile and three laps. Run-off at two miles—Won by Mettling. Time, 3:12.

Identification by Legs and Figure.

A novel competition has been started by one of the French cycling papers. It publishes a series of photographs of well-known racing men mounted on their bicycles in their usual styles. Their heads, however, are bent down so as to hide their faces completely, and, as a matter of fact, white discs are made to represent their heads. The object of the competition is to discover the identity of the riders, and to do so one must look for evidence in their style of sitting the machine, the shape of their limbs and the type of the bicycle. One has to be very familiar with the appearance of the men and their various peculiarities of style to succeed in guessing correctly, and the competition should prove very interesting to all who follow this branch of sport. Not long ago the same paper had a competition in legs, the nether limbs of a number of well-known cranks being shown in racing trim. The difference in types was very extraordinary when the legs of sprinters and long distance men were thus compared. Most of the riders' legs were abnormally developed, and some looked almost deformed; but Major Taylor, on the contrary, showed a most symmetrical and beautifully developed pair of legs.

MOTORCYCLES ON FERRIES

F. A. M. Takes a Hand in the Matter and Brings Out a Strong Point.

Through its committee on legal action, of which J. C. Higdon, of St. Louis, is chairman, the Federation of American Motorcyclists has just projected itself into the efforts to definitely reach a solution of the transportation on ferryboats of vehicles employing gasoline for motive power.

There is pending a test case in the United States District Court, in New York, which is understood to have been instigated by the Automobile Club of America. It takes the form of a libel of the United States government against the Brooklyn Ferry Co., owners of the Texas, which is charged with having transported a gasoline automobile contrary to the regulations of federal statutes. The case has already had one hearing in court, at which two college professors appeared as experts and testified that the explosion in the combustion chamber of a motor was equivalent to a "flame," as defined by the law. The United States District Attorney, who argued the case, also held that the gasoline contained in the tank of a vehicle might properly be considered freight.

The defendant argued that if this latter point was sustained a boy who crossed the river on a passenger ferry with a partly filled kerosene lamp on his bicycle, or a man who carried a small bottle of gasoline in his pocket, or a woman who might carry home a small roll of cotton batting—which as loose cotton is included in the list of articles interdicted by law—would be violating the statute and rendering the ferry company subject to a fine of \$500 for each violation, as such articles so conveyed might then properly be considered to be freight.

A strong point also was made of the fact that the automobile in question had been run aboard the ferry under its own power, proving that if the explosion in the motor constituted "fire," within the meaning of the act, that such fire actually existed while the car was aboard the boat. This provided such a good opening for the motorcyclists that the president of the F. A. M. brought it to the attention of Chairman Higdon of the legal action committee, and the latter has been prompt to make the most of it.

He has filed a brief on behalf of the Federation of American Motorcyclists which makes out a strong case for the riders of the power propelled bicycle, and which should also prove of no little assistance to the automobilists themselves.

As motorcycles have at no time been permitted to go aboard the ferries under their own power, but instead have been trundled by hand aboard the boats by their riders—one ferry even requiring that the gasoline tanks be first emptied—Mr. Higdon points out that it is manifest that not even a "spark" can be held to exist. He also points out

that as a motor bicycle cannot be started accidentally or by ignorant persons, any allegation of danger from that source must fall.

Mr. Higdon's brief is really a notable contribution, and one that must bear weight on the case.

As the court has extended the time for the filing of briefs, the matter will not again formally come up until the end of next month.

Tigers on Home Trainers.

As no one else has come forward to take the initiative in the projected winter home trainer tournament, the Tiger Wheelmen of New York have thrown themselves into the breach, and on Saturday next, January 7, will hold a contest, open to all comers, at their headquarters, No. 424 Seventh avenue.

If sufficient interest is displayed, the Tigers propose organizing a series of similar events, to be held weekly or semi-weekly throughout the entire winter. If this can be brought about, it is likely that the club will endeavor to form an amateur home trainer racing league, on the lines suggested in last week's *Bicycling World*.

H. A. Gleisman, president of the club, is very much captivated with the idea, and, even if it is found not possible to apply it to the home trainer tournament, he states that the Tigers will almost certainly take the lead in endeavoring to bring about a league of the sort when the outdoor season opens next spring. He appreciates that something of the kind will do much to add interest to amateur racing and to cycling generally. To use his own words, "the idea is too good to go to waste." It will not be wasted if effort on his part counts for anything.

American Product Wins in Australia.

The first occasion on which a representative number of American motor bicycles have "crossed sparks" with a similar complement of British machines was at the annual hill climbing contest for the championship of New Zealand on October 20 last at Christchurch. It resulted in a signal victory for the American product, being won by a 1¾ horsepower Indian, ridden by W. E. Thompson, in 58 3-5 seconds. An English 3 horsepower Ariel was second, in 1:03 2-5. The others finished in the following order: 2¾ horsepower Humber, 1:05 1-5; 2¼ horsepower Mitchell, 1:08 1-5; 3 horsepower Marsh, 1:30 1-5. A Humber "slewed" and stopped on one of the turns, an English Universal shed its belt and a Swift, also from the land of John Bull, refused to take the grade at all. Neither the length nor grade of the hill is given in the report of the contest.

How Horsepower is Calculated.

The power of a motor increases with the pressure in the cylinder (in pounds to the square inch), the length of the stroke, the number of power strokes per minute, and the area of the piston. These factors, multiplied together, and the product divided by 33,000, will give the horsepower a motor is capable of developing.

ENCOURAGING AMATEURS

How it May be Done and Some of the Purposes it Would Serve.

"It seems to me that the present day promoter of cycle races is too prone to minimize the importance of the amateur as an attraction," said an oldtimer during the six-day race. He had served on the racing committee of his bicycle club in the days when clubs were the only race meet promoters, and has had a great deal of experience in arranging race programmes. "In the old days race meets at which amateurs were the sole competitors were attended by thousands of people, and while I would hardly advocate such a thing nowadays in New York City, still amateurs do not receive the consideration which they deserve in the smaller cities throughout the land.

"There is many a good bicycle racing track up in New England that is going to rack and ruin which I believe could be made to pay by running amateur races. As times have changed, so let the promoters change their tactics. If spectators cannot be induced to pay their money at the gate to witness two opens and the same number of handicap events, let the promoters get up programmes that will arouse some interest and make people talk about the races for weeks before. There are many ways by which this can be accomplished, and one of the best in my opinion is the establishment of a series of local championship races.

"Let these championships be decided by a series of races, to be scored just as the points are for the National Cycling Association's national championships, 5 points for a first, 3 for a second, 2 for a third and 1 point for a fourth. Let there be the regular prizes of jewelry or merchandise for each race, and two or three medals for the leaders in the points table at the end of the season's campaign. Such a plan would be sure to create lots of talk, and most of the newspapers in the smaller cities would be both willing and anxious to print everything about the progress of the competition that they could obtain.

"In most small cities it would be found that the positions of the riders who won points in the table would be shifted after each meet. First one and then another would be at the head of the procession, and that feature alone would create a great deal of talk, all of which would, of course, be that much free advertising for the benefit of the race meet promoter. The rider who had won a first would be doing his best to keep in such physical condition as would assure him a reasonable chance of winning other victories, and his rivals would train harder than ever in their efforts to defeat the man at the top of the points table.

"Such amateur meets could be put on without going to very great expense, and in many of the cities I believe that the bicycle dealers would make donations of prizes. Open events

could be run if there was any chance of out of town amateur cracks coming to the meets, but the main attraction should be the local championship contest. The open event could be at, say, five miles, with a prize offered for the leader at the end of the most laps. A special prize of that kind would keep the bunch going, and, if it did not entail too much expense, prizes might be offered for the leader at the end of each mile. There might be a one-mile handicap, and the championship race could be at half a mile or even at a quarter.

"There is a half holiday on Saturday afternoon at many of the shops and factories in the smaller New England cities and towns, and with the admission placed at 25 cents it



NEW YORK BRANCH 214-216 WEST 47TH ST.

would not be such a difficult matter to draw enough spectators to pay expenses. Grandstand seats could be sold for another 25 cents, and the promoter should be able to clear enough on the season to pay for his trouble. At any rate, his property would not be 'eating its head off' in taxes and be the dead loss that so many tracks have been in the last few years.

"Another feature which could be put on without great expense would be motorcycle races. The use of the power driven bicycle is steadily increasing, and the owners of them are as proud of the speed of their mounts as are the owners of the 'Speedway Kings and Queens' that you hear so much about here in New York. It would not be hard to arrange a series of contests for the local motorcycle championship, the scoring to be done the same way as in the sprint races. I have seldom met a motorcyclist who did not tell me how he had passed dozens of other motor bicycle riders on the road, and many of them would be willing to go into track races against their fellow townsmen.

"I believe that interest in cycle racing could be worked up that way in many a

place where it is now supposed to be entirely dead. Intrinsically, it is without any argument one of the finest sports there is. If the promoter will use care in arranging his programme there need be no tedious waits between heats. The spectators would soon learn who the riders were, and would cheer for their favorites as the crowds at Vailsburg and Revere Beach do. By going along in a modest way from the start of the outdoor season, beginning on Decoration Day, many places could run one or two big meets near the end of the season. The local championships would have aroused enough interest in cycle racing so that all of the professional sprinters could be brought on for a regular N. C. A. circuit meet, and the promoter make money on the day's events."

From Cairo to the Pyramids.

It is a nine-mile ride from the old town of Cairo to the Pyramids—nine miles of straight, soldier-like date palms. Ordinarily one would take a donkey to go to the Pyramids instead of a bicycle, but the latter is a quicker and also a far more certain way of reaching the huge brick-built Pyramids. Nobody keeps a bicycle in Egypt; it is too much trouble. So, for the sake of those who love this recreation, there are numerous places where a wheel can be hired. The drive is intensely interesting. Out of the town the Kaser-el-Nil bridge is crossed, and then on the right is a huge soldiers' barracks, where a large number of the English troops in Egypt are quartered. As is known, the temperature is slightly above the mild line, and this is perhaps one of the principal reasons for the exiguity of wheels in Pharaohland. Too much exertion is required to propel a bicycle, and exertion in this country in any form pertaining to exercise is rare.

Oiled Roads Resisted Floods.

The recent cloudbursts in the Redlands-Crafton (Cal.) district demonstrated that oiled roads will stand up under the heaviest pressure. In that vicinity there are numerous oiled roads, and, whereas the un-oiled roads were badly washed and made unfit for travel, the former came out of the rush of waters as clean as a floor, and in nowise injured. One of the principal tests is Colton avenue, where the flood was so strong as to sweep away a bridge, but even the embankment left after the bridge had gone down stream was intact—the oil preventing the water from even undermining the roadbed.

Cycling in Dahomey.

In that vast track of land on the west coast of Africa known as the "white man's grave" many of the natives are enthusiastic cyclists. Apparently they are not hampered by stringent police regulations, which govern the sport in civilized countries, as not long ago a race between ten natives of Porto Novo, Dahomey, was run off in the principal street of the town.

Eddie Bald Grows Reminiscent.

E. C. Bald—"Eddie Cannon" Bald, to thousands of old time cycle race spectators, went home to Buffalo to spend Christmas with his family. He turned up on Saturday at Convention Hall, where Jack Prince had been giving Buffalonians some real racing for the past week, and the three-times American sprint champion was immediately seized by a local interviewer. Some of his remarks were not without interest.

"I've about given up the cycling end of the game," said Bald. "With the exception of a few cities, there is no interest in the outdoor cycling game. Of course there are a few places, including Vailsburg, Salt Lake City, Atlanta and Boston, where cycling takes well. If each large city had a champion or some rider, it would do the game a lot of good."

"How is that?" was asked.

"Well, you see," replied Bald, "there would be a great deal of interest for the public in going out to see its champions uphold the reputation of a city. In Atlanta they have Walthour, and while he is out of the game now, I remember when thousands would turn out to see him in a race.

"No more cycling for me," resumed Bald, as he watched Nat Butler call for more pace. "The last time I was on the track was two years ago at Savannah, Ga. Walthour and I were to meet in a special race that night, and I was practising in the afternoon following a motor. There was another machine and rider on the track and my pace-maker tried to pass them. We went away up near the top and then started to cut across and I hit the back wheel of the other rider. A spill resulted, and I was laid up for repairs. No more of that game for mine. This track here is a better one than they have in Madison Square Garden. The banks are steeper and better time is made."

"That's a great scheme, that rolling bar behind the motors," said a bystander.

"Yes," said Bald. "Harry Elkes, Jimmy Michael and myself brought that idea to this country from France. We saw how it worked over there and introduced it in this country. The riders would never be able to tack onto pace in the manner they do without that rolling bar. Michael, I remember, was greatly taken up with that scheme."

"When did you see him last?"

"About a year ago, after the six-day races. He was then in a bad way. He told me at the time that his physician had ordered him to rest a year and a blood clot, which he had on his brain, would gradually disappear. But, you know, he kept up the pace, and instead of improving he grew worse. I was not surprised when I heard, some time after, that his condition was not improved."

"What do you think of Walthour and the bunch that quit in the six-day race?" asked an inquisitive bystander.

"Well, I don't blame them for kicking if they thought a lap had been stolen on them, but it seems to me they should have given out no statements about the race being

crooked. On the other hand, I think the punishment meted out to them was too severe. They should have been fined, instead of suspended. Walthour, you know, had many contracts to fulfill, as did some of the others."

How Ernst's Hopes Were Blasted.

Fred Ernst, the Rochester (N. Y.) amateur racing man, will follow the Prince circuit as long as there is a circuit to follow. Ernst rode at Vailsburg the latter part of the recent outdoor season with very indifferent success. While he was making his successful effort last spring to keep his amateur standing he trained very little and worked as a conductor on one of the Newark street car lines. He had been invited to register as a professional by the N. C. A. Board of Control, but took his case before the Board of Appeals. The Board of Appeals notified him about the middle of the season that he had not forfeited his amateur standing and could again compete with the "simon pures," but by that time he was in very poor condition on account of his lack of training.

The action of the Board of Control was a bitter disappointment to Ernst, as he had made many ambitious plans last winter. He had forsaken the mount that he had used with only fair success in 1903, and intended to race this year on a Pierce, with which machine he had won many races in 1901 and 1902. He did light work in the gymnasium of the Rochester Athletic Club in the winter months, and began road riding as soon as he could. It had been his intention to try for the American amateur championship at the St. Louis Exposition in August, and then to go to London for the world's amateur sprinting championship in September. He had so little time to train after receiving notice of the favorable action of the Board of Appeals that he did not try for either the American or world's amateur titles.

How Ireland Treats Tramps.

It appears that in the "Emerald Isle" that "Weary Willie," or the hobo, has now discarded the idea of walking. These specimens of humanity, credited justly with an absolute hatred for anything resembling work, have now discovered that less physical exertion is required in riding a bicycle than in trudging the roads afoot.

There is, unfortunately for this despicable person, a drawback to this new mode of "hoboing" in view of the fact that the workhouses will not admit them overnight while they have something which is saleable. Having a wheel they are manifestly not destitute, but in order to gain the charity offered by these institutions, the hobo resorts to cunning, and hides his wheel before applying to the casual ward for the night's shelter. Next day he extracts it from its place of seclusion and rides calmly along to another place of refuge.

To put an end to this dream of the tramp the local authorities have proposed that detectives be provided with motor cars to enable them to drop on these spongers on charity and mete out to them fit punishment.

Where Cycling is at its Best.

"Way down" in the south of France is one of the finest bicycling roads in the world. From Cannes to Mentone embraces the French territory only. This same road is about one thousand miles in length. It begins at Paris and finishes at Ventimiglia. But by far the prettiest part is between the two French towns on the Mediterranean. From Cannes to Nice is as smooth as the proverbial billiard table. After passing Nice the road ascends the mountain to some distance. It is an effort to climb then, but once on these heights, the view is so superb that one needs only to rest and gaze down on the bay of Villefranche, the harbor favored greatly by the foreign warships, and the sound of the bugles can be distinctly heard. It is about one mile of climbing, and then once again the road descends to the town of Villefranche, with a very picturesque wall all along the route. There is the old prison, which is still used for sailors who through imbibing too freely become unruly. Passing on the outskirts of the town, one comes then to Beaulieu, which is very appropriately named, considering the beauty of the place. Here it is that many distinguished men spend their winters, among whom are James Gordon Bennett, the late Marquis of Salisbury and Sir John Blundel Maple. Mr. Bennett's villa is one of the largest and most gorgeous in the vicinity. The green hedge now takes the place of the wall, and roses are as plentiful as in a private garden. Here and there are tropical looking plants, orange trees and many other plants, which tend to add to the beauty of the spot. One of the largest hotels in the south has been built on the bay of Beaulieu.

Then comes another climb, for which the cyclist is amply repaid, both by the magnificent view and the descent down to Eze. This village is very small, but, like the other towns along the Mediterranean, it is patronized by people who wish to have their own villas instead of living in hotels. From Eze to La Turbie is a run of about two miles, with a road both straight and level. Here it is that the road leaves the sea by passing under a rock tunnel hewn out of the mountains. Leaving La Turbie, one comes to the old town of Monaco, where gambling was first begun in the principality. It is on the sea level, and on a promontory can be seen the Prince of Monaco's old castle.

As one passes slowly through the town it gives the impression of excessive luxury. As one turns the corner the Casino looms up in the distance; opposite it are the wonderful gardens with flowers from every country. Many cyclists are seen around here, as the road to Mentone is level and bordered by trees. Mentone was a former home for consumptives, but owing to the objections made by the municipal authorities those afflicted with pulmonary diseases are forbidden to stay in the town, and hence the many sanatoriums have had to shut their doors. A ride round Mentone is delightful. The fishermen are seen pulling in the fishing nets, and from the primitive costumes one might imagine them from some remote part of Holland. Mentone is an easy two hours' ride from Nice, and one can hardly conceive a more enjoyable way of spending a spring meeting

K. C. W. GIVES UP ITS HOME

Historic Organization Disposes of its Property, Including Many Famous Trophies.

The present year has marked the passing of an historic old cycling landmark. The clubhouse at No. 1,255 Bedford avenue, Brooklyn, for more than a decade the home of that rare organization, the Kings County Wheelmen, has been sold, and will never again be used for the purposes for which it was built.

The building is finely located on Bedford avenue, one of Brooklyn's favorite promenading and driving streets, adjoining the Union League and directly in front of the heroic sized equestrian statue of General Grant. It is but a few hundred yards to the Eastern Parkway, the gateway to Coney Island and the system of famous Long Island good highways typified by the Merrick Road. The building was erected especially for the Kings County Wheelmen, and is splendidly arranged for the home of a riding organization. It has a frontage of 34 feet and a depth of 95 feet. The three floors contain a wheel room, billiard room and meeting hall, with directors and committee rooms, etc., as adjuncts.

The club has been inactive for several years. An arrangement was made some time ago with the Alpha Motorcycle Club, whereby the latter made use of the building as a clubhouse. Recently it was decided to sell the property, as the club was running behind, and it was disposed of at a price that is considered to be almost ridiculously low. Its location made it a valuable piece of property, and surprise has since been expressed at the low figure accepted for it.

A few weeks ago the valuable collection of trophies belonging to the club was disposed of at auction. The sale, which was regarded as a sort of wake, brought to the house a score or more of oldtime members of the club. Among them were M. L. Bridgman, an ex-president of the club and a member of the K. C. W. racing team which won the first Irvington-Millburn race; "Tom" Hall, also a member of the K. C. W. team in these and the later handicap races on the Irvington-Millburn course, and John Bensing, an ex-president and winner of the time prize in the first Irvington-Millburn handicap race in 1889.

They exchanged reminiscences of the "good old days," and mourned the decline of the famous old club which they had done so much to bring and keep to the front. Dozens of trophies won on the road by this, the premier road racing organization of the metropolis, were disposed of to the members. Among them was the massive solid silver cup offered as the prize for the winning team in the old "Alphabetical" twenty-five-mile team road race, and which was contested for and won by the K. C. W. on the historic Irvington-Millburn course in the middle 50's. This was knocked down to E. K. Austin, long

prominent in club affairs and at one time secretary-treasurer of the New York State Division, L. A. W. Mr. Austin also secured for \$75 an oil painting which he had donated to the club many years ago. Many of the other trophies, consisting of cups, banners, etc., brought good prices.

Although the clubhouse and its contents have now been disposed of, the club will continue its corporate existence. It will, of course, retain its charter, granted in 1894, and maintain its organization for the purpose of perpetuating the cherished memories of the past.

New Officers of C. R. C. A.

Because there were no contests for any of the offices, the annual election of the Century Road Club Association was purely a formality. The balloting was by a mail vote, and the result was officially announced this week by the C. R. C. A. Committee on Legislation. The new officers, whose nominations were published in the Bicycling World a month ago, are as follows:

National Officers.

President, D. M. Adey, Long Island Division; first vice-president, J. M. Ferry, Eastern Division; second vice-president, H. S. Judd, Western Division; secretary, E. Lee Ferguson, Eastern Division; treasurer, A. C. Griffin, Long Island Division.

Eastern Division.

Centurion, J. W. Johnston; secretary, A. P. Falvey; treasurer, C. E. Bonnell; captain, M. S. Walters. Board of Directors—C. E. Burch, C. B. Ruch, Fred. Larsen, W. G. Levy, Mrs. Jane Yatman Ruch.

Western Division.

Centurion, H. F. Dreyer; secretary, E. Greenbaum; treasurer, W. O. Stewart; captain, H. H. Hofgren. Board of Directors—Ed. States, E. Susman, A. E. Due, L. V. D. Hardenbergh, A. B. Eifler, Thomas West, I. Da Silva.

A job lot of bicycles have been sent to Robben Island, near Cape Town, for the amusement of the inhabitants of the island, who comprise lunatic prisoners and lepers. A philanthropic old gentleman of Cape Town made the gift, which the authorities were at first loth to accept, but were ultimately prevailed upon to receive. The lepers are allowed their liberty on the strict understanding that they do not mix with the residents. The majority of those deranged confined to the island have committed a crime in a temporary paroxysm. The lepers are able to ride a wheel only when in the first stages of the terrible disease.

The election of officers of the Acquackanonck Wheelmen, of Passaic, N. J., was held last week, and resulted as follows: President, William P. Hurley, re-elected for his fourth term; vice-president, George C. Zaun; treasurer, John J. McKeonn; financial secretary, Peter W. Blowers; recording secretary, Peter H. Keiret; captain, Andrew Kinloch; road manager, David S. Levy; sergeant at arms, George H. Harrop; assistant sergeant at arms, Ray Simpson.

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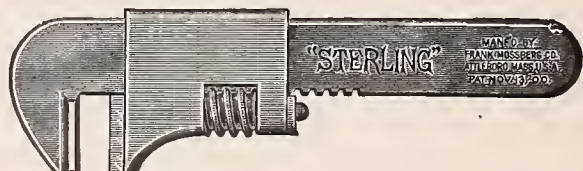
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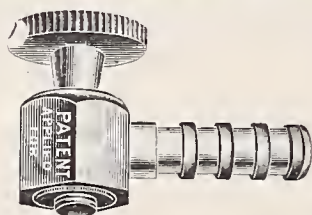
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The Week's Patents.

778,136. Pneumatic Tire. Philip Magnus, Northcote, Victoria, Australia. Filed October 5, 1904. Serial No. 227,227.

Claim.—1. In pneumatic tires a series of segments formed of "flesh" leather, said segments having been immersed in a solution approximately of seventy (70) per cent of naphtha and thirty (30) per cent india rubber, then passed between rollers having pricklers and a solution of approximately sixty (60) per cent naphtha and forty (40) per cent india rubber on the rollers, then immersed in a solution approximately of sixty (60) per cent naphtha and forty (40) per cent air, and means for securing said bricks in position, substantially as described.

777,811. Cycle Hub. Ernst Sachs, Schweinfurt, Germany. Filed November 10, 1903. Serial No. 180,617.

Claim.—1. The combination with the hub proper, of a sprocket or coaxial propelling member, a clutch mechanism between these two parts consisting of an annular series of cam surfaces on one part having deeper or recessed front ends and upwardly or rearwardly inclined toward their rear ends and balls or rollers arranged between said cam surfaces and the other part, a retaining ring in which said balls or rollers are spaced and held, a friction brake for the hub, an actuating member therefor which is connected to and normally turns with the retaining ring but applies the brake when held against turning on reverse turning of said retaining ring, and a friction spring acting against said brake actuating member and resisting rotation thereof, whereby turning of the retaining ring with its balls or rollers is normally retarded, insuring operation of the clutch on forward rotation of the propelling member and permitting free reverse rotation of the hub, while said brake actuating member is held against turning on reverse movement of said propelling member and hence caused to apply the brake.

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Volume L.

New York, U. S. A., Saturday, January 7, 1905.

No. 15

MAY ACT AS SALES AGENT

Jobbers' Association Issues a Suggestive Statement—Clearance Sale Already "on."

Taking advantage of its charter, which permits it to "trade in bicycles, or bicycle parts, supplies and sundries, and to manufacture, purchase, sell and generally to deal in bicycles, bicycle parts and sundries," it is not improbable that the jobbers' organization, the National Cycle Trade Association, will actively enter the field as a sales agent or a marketer of such goods.

In a circular letter just issued to its members, Secretary Scheffey strongly intimates such procedure. He states that negotiations are pending "with several manufacturers who wish to market their goods regularly through the association." Asked if this implied that the association purposed maintaining a staff of travelling salesmen, Scheffey was disposed to be rather guarded in his response.

"That is something that will have to be decided in the due course of business," was the nearest he would come to expressing an opinion.

Meanwhile the association, after a fashion, is already occupying the position of sales agent, but on a limited scale, of course. That is to say, the New York headquarters is acting as a clearing house for surplus stock. Members who have goods to dispose of report them in detail to the secretary, who, in turn, issues a sales sheet which is distributed to the active members, who make such selections therefrom as they may desire. The names of the owners of the surplus goods are not given except when necessary to complete the transaction.

It is a thoroughly commendable plan, which in large measure prevents the articles from being thrown indiscriminately on bargain counters, and finding their way into the hands of the cut-throats of the trade.

Jobbers' Big Increase of Capital.

The New York Sporting Goods Co., who have added automobile supplies to their stock, will not take possession of the building No. 17 Warren street, New York, which they have leased, until May 1 next. Until

then business will be done at the present address, No. 61 Nassau street, which later will be continued as a retail store. Concurrent with their decision to enter the automobile trade, the capital stock of the company has been increased from \$5,000 to \$100,000. The officers of the company remain as heretofore, viz.: President, P. R. Robinson; vice-president, Richard Nelson; secretary-treasurer, James E. Murray; directors, A. R. Robinson, Thomas F. Barnes and Roger F. Murray.

Fauber Will Not Resume.

The future of the Fauber Mfg. Co., regarding which there has been much doubt since the factory was destroyed by fire, finally has been settled. The Fauber Mfg. Co. will not resume. Its business has been purchased by the Great Western Mfg. Co., an Indiana concern, which has dealt largely with stripped or jobbing bicycles.

Pope Will Sell Tires.

After a fashion, the Pope Mfg. Co. is going into the tire business. They are having made for them by the Diamond Rubber Co. a guaranteed tire which will be marketed under the brand "P. M. C." It will be fitted not only to the Pope juveniles and \$25 models, but will be supplied as a sundry to the trade generally.

Merkel Sets His Price.

The 1905 price of the Merkel motor bicycle has been set at \$155, which includes the spring frame. In general appearance and design the machine will remain practically unchanged, the improvements found possible being matters of detail.

Mills Retires, Currie Continues.

C. V. Mills, having retired from the firm of Currie & Mills, Battle Creek, Mich., has become the Currie Motor & Cycle Co. C. G. Currie, the senior member of the former firm, is continuing the business under the new title.

Strausses Now in New Quarters.

Joseph Strauss & Son, the well known Buffalo jobbers, have taken possession of their new quarters at No. 197 to 201 Genesee street. The new place affords greatly increased space and facilities for all purposes.

POPE'S FIRST REPORT

Shows a Fair Profit and a Healthy and Encouraging State of Affairs.

According to its annual statement, made public this week, the Pope Manufacturing Co., in its first year of existence, was successful in earning a fair profit, while its predecessor, the American Bicycle Co., never was able to keep from sinking deeper in the financial mire.

The Pope year ended July 31, 1904, the balance sheet showing a profit of nearly \$51,000.

The income account is as follows:

| | |
|-----------------------------------|-------------|
| Gross earnings | \$7,226,589 |
| Expenses and cost..... | 5,995,793 |
| Net earnings | 230,796 |
| Other income | 62,158 |
| Total income | 1,292,954 |
| General expenses and interest.... | 1,241,961 |
| Balance net earnings..... | 50,992 |

The balance sheet, dated July 31, 1904, follows:

| | |
|------------------------------------|--------------|
| Cost of properties..... | \$18,523,632 |
| Expended during year..... | 392,270 |
| Properties not used..... | 538,008 |
| Other capital expenditures..... | 297,166 |
| Inventories (at or below cost).... | 3,111,398 |
| Accounts receivable | 734,904 |
| Bills receivable | 98,154 |
| Miscellaneous investments | 126,330 |
| Cash | 283,000 |
| Total assets | 24,104,965 |
| First preferred stock..... | 2,500,000 |
| Second preferred stock..... | 10,000,000 |
| Common stock | 10,000,000 |
| Stock Federal Co. outstanding.... | 105,600 |
| Bankers' loans | 1,095,000 |
| Accounts payable | 310,054 |
| Payrolls accrued | 43,317 |
| Surplus | 50,992 |
| Total liabilities | 24,104,965 |

Commenting on the report, a director of the company says:

"We are very well pleased with the result of our last year's business.

"The company has a surplus of quick assets over liabilities of \$3,000,000. As there is only \$2,400,000 of first preferred stock issued which represents the money paid in at the time of the reorganization, the quick assets not only represent 100 cents on the dollar for the first preferred stock, but \$600,000 in addition. The auditors, Jones, Caesar & Co., of New York, have marked down all the fixed assets to a very low valuation, yet their figures show real estate and plants

amounting to \$4,700,000, which, with the \$600,000 above mentioned, gives an actual cash valuation to the second preferred stock of over \$50 per share, and good will, patents, licenses, trade marks, etc., represent the balance.

"The year just ended was the first year of the new company, and, as is necessary in such cases, a great deal of time and money was spent in readjusting and organizing the business, replacing bicycle machinery with automobile machinery, etc. The most gratifying feature of the report is that the automobile business showed a handsome profit.

"The bicycle business is only susceptible of a fixed amount of sales, regardless of the amount of money spent in advertising, and this department has now been so organized that only such plant capacity will be devoted to that department as is necessary to supply the natural demand for bicycles, and that department this year should show a fair manufacturing profit.

"The number of bicycles sold last year was about 89,000. The number of automobiles sold were about 300 Pope-Hartfords and Pope-Tribunes, 569 Pope-Toledos and 355 Waverly electrics. A great many more Toledo cars could have been sold, but plans had originally been made to make 500, and by putting on a night force 569 were finally finished.

"The following statement of December 1 shows a most interesting comparison for the business of four months of this year, August 1 to December 1. The company has sold in that period 16,000 bicycles, against 12,000 last year, and has on hand unfilled orders for 22,000, against 14,000 last year.

"The company has sold and delivered 149 gasoline automobiles, against 90 last year, and has on hand unfilled orders for 501 gasoline cars, against only 3 last year. It has sold and delivered 115 electric automobiles, against 56 last year, and has on hand unfilled orders for 38, as against 19 last year.

"The Toledo factory report for the month of December shows orders received for 172 more cars during December, making total orders received for the five months of 706 Pope-Toledo automobiles.

"This year double the last year's product has been put in the factory, viz., 1,000 cars, against 500 last year, and it is believed that after the New York and Boston automobile shows the entire product for the year will be sold."

Rhyme and Reason Regarding Morrows.

"It Coasts Up Hill" is the title of a breezy little booklet just issued by the Eclipse Machine Co., Elmira, N. Y. It, of course, deals with the Morrow coaster brake, telling its story in both prose and poetry, the latter being in serial form and illuminated by a succession of "catchy" pictures. The uphill virtue of the Morrow is unfolded in this jingle:

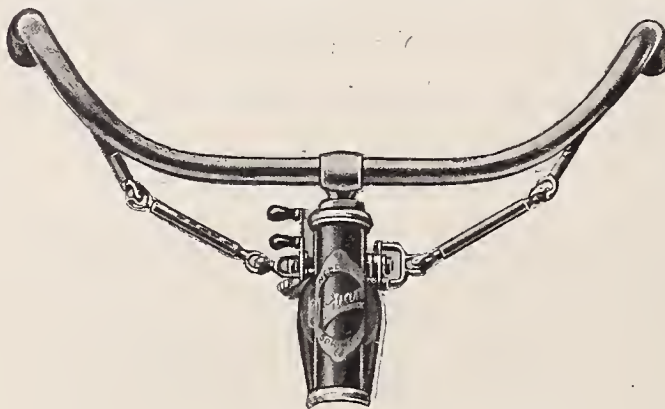
"So fully does the Morrow fill
The Cyclists' "easy comfort" bill,
We're prone to say: "It Coasts Up Hill!"

Five-Speed Worked by Bulb.

From a foreign source comes the news of a variable gear bicycle, known as the "Svea." It is of Swedish manufacture, and is used by the cycle detachments of the armies of Norway and Sweden. It is "driven by a special form of ratchet and lever movement, and affords five gears, ranging from 33 to 106. It has been found very suitable for Alpine roads." The control of the gears, according to the description, is "by pressure of a rubber bulb on the handlebar, which actuates a roller sliding along the lever cranks." The bicycle to which it is applied weighs about thirty pounds, and is propelled by levers, instead of pedals.

Here's the Double Grip Control.

It is not too much to say that the "double grip control," which constitutes a feature of the 1905 Indian motor bicycle, and makes of it an absolutely leverless machine, has in its



Old Makers Forced to the Wall.

One of England's oldest cycle manufacturing concerns, Bayliss, Thomas & Co., Ltd., has gone to the wall. A receiver has been appointed and a call issued for a general meeting to consider a resolution to wind up the concern. There appears to be a possibility of reconstruction, but the chances are very much against it.

Bayliss, Thomas & Co. were one of the earliest concerns to undertake the manufacture of bicycles in England. In the '70s they made the Excelsior machines, and have continued to do so ever since. At one time—in the '90s as well as earlier, in the high wheel days—Excelsiors were sold in this country in fair numbers.

The concern has been in financial straits for some time. The last dividend was paid in 1898, and since then there has been a loss nearly every year.

Speaks Well of the Solar.

Up in St. John's, Newfoundland, there is a cyclist who is a warm admirer of the Solar gas lamp. Writing to English Cycling, he states that he has had one in use for four years. It will burn three and one-half hours on a full charge, and throws a brilliant white light a good distance ahead. It shows no signs of corrosion, and he thinks that any first class lamp will not corrode much if kept in good order.

Suggestions for Storekeepers.

Are you moving in accordance with the times? Does your store present an up-to-date appearance? If not, this is a personal talk.

Seek to lead, not to follow. Don't let your excuse for having something antiquated be that "Jones has it." Formulate ideas that others will envy. Don't copy those of a moss-back. He may be a man of letters, but his methods are those of the past. Advancement is looked for, and the man of the period sought after.

Read the advertisements of others. Notice what your neighbor says of his goods, and how he says it. Then model your own ads a little differently and make them distinctive

way created at least a mild sensation. The accompanying illustration shows "just how it looks." As was explained in last week's *Bicycling World*, a trust of the right grip controls the spark and, therefore, the speed, as heretofore, while the left grip operates the throttle and affords its tremendous increase of power without removing the hands from the bars—power that usually is needed on rough or sandy roads or hills, the very occasions when it is most inconvenient to remove the hand for any purpose. One of the minor improvements in the Indian is an increase in the size of the vent of the garden tank. Previously it has been too small to accommodate the average funnel.

of you and your store. If they're not a success solicit the aid of one who knows.

Read your trade journals. Question the drummer before he departs. He's just the one to give you some happy suggestion or bit of timely news. Ask him what Smith is doing in Brownville, and what Brown is doing in Smithville. Build on the ideas of others.

Leave the store for an hour to-day, and each day hereafter. Take a turn about town, go through the shops, peer into the windows, see what is going on around you, and keep conversant with the progress of the times.

Have system in all things, says "Profit," from the storeroom overhead to the cellar underfoot. A place for everything and everything in its place. Put style and life into your window displays. Make radical changes in their get-up. Don't be loth to part with the old schemes when they become old and time-worn. Give your fixtures a periodical coat of varnish. Sweep the cobwebs from the lofty corners. Down with the spiders, and out with the flies. Make your store look cheerful. Keep up with the times.

The counter may hide your shoes, but it doesn't screen your linen. So if you rob Peter, pay Paul; keep a polish on your linen and a smile upon your face. Don't let petty trials be pictured there. Keep all the common wants, and never be "just out" of any of them.

Don't cover your floor space with boxes of merchandise and various impediments to comfort. That's not indicative of an up-to-date store. Let there be an open passage. Give your patrons freedom of movement and yourself a chance to clean the floor daily.

BUSTED BICYCLE RAILWAY

End of a Wonder-Working Scheme into Which Big Money Was Dropped.

Like a wraith from another world comes a story from Long Island telling of the final melancholy disposition of the once much-discussed Boynton bicycle railroad. Years ago, when bicycles held the front of the stage and owned a mortgage on the calicum light, the Boynton project was launched, and those back of it expected it to revolutionize railway traffic. Its claim to the designation of bicycle railroad was based on the fact that a single overhead track was used, upon which the cars were suspended. The scheme was an utter failure, and the melancholy aftermath is related in the story referred to, which comes from Patchogue:

"The last of the once famous Boynton Bicycle Railroad, which was built and operated just east of this village, in connection with the exploitation of the 'Boomertown' scrub oak lands, is being loaded and shipped to Philadelphia. The queer cigar-shaped car—the only one owned and operated by this little line on stilts—has also been sold, and the electric machinery, which has been rusting for years in the power house, has also been sold for old junk. Nothing is now left except a few skeleton-like sticks to denote where the mile-a-minute track once existed.

"While thousands of dollars were spent to put this Utopia scheme into operation, hundreds of thousands were made by those who promoted the scheme, and there are thousands of shares of the stock of the now defunct single-rail elevated road, which Frederick W. Dunton and his fellow promoters planned to parallel the Long Island Railroad, and put that now vigorous line into the hands of receivers or worse, floating around, and which can be bought for a song.

"There is one man down on the Rockaway Branch who owns \$120,000 face value of this stock, which he is willing to part with at an exceedingly small percentage of its cost.

"The bicycle railroad line, as it was termed, was practicable in so far as its operation was concerned, but it failed to secure the consent of the State Railway Commissioners, and as a result the scheme had to be dropped, and the stockholders saw very little to satisfy their hopes of big returns for their investments."

Diamonds in Two Denver Depots.

Hereafter the Overland Rubber Co., 1735 Arapahoe street, Denver, will carry a full line of Diamond tires. Arrangements to that end have been just completed. The Diamond Rubber Co.'s own branch will, however, also continue to handle bicycle tires produced by the big Akron factory.

Jones's "Aerial Tandem."

F. M. Jones, of Sacramento, Cal., the Racycle's Pacific Coast representative, is a man who appreciates the value of publicity in connection with his business, and has originated many novel schemes for calling attention to the Racycle. His latest and perhaps most unusual creation is the "aerial tandem," shown in the accompanying illustration. The machine was made in the shop of Mr. Jones at Sacramento, and its dimensions are as follows: Height to upper saddle, 9 feet; length of head, 5 feet 10 inches; wheel base, 6 feet 7 inches, the wheels being regular 28-inch ones.



The machine, which is the first of its kind to be constructed, can be ridden by one or two riders, and is controlled by the top rider. In the illustration, Mr. Jones himself is the top rider. Other machines as high as this have been made in the past, but they were all built for but one rider. It is fitted with Racycle crank hangers and is used to advertise the Racycle stores, conducted by its maker and designer, in Sacramento, Los Angeles, San Jose and Oakland, Cal., and Portland, Ore. It has proved to be a great advertisement, and has been ridden all over Sacramento, Oakland and Los Angeles. It was ridden from Oakland to San Jose, a distance of fifty miles, by two riders.

Don't Want to Lose Reliance.

A paper is being circulated among Addison, N. Y., business men, asking them to subscribe \$1,500, which sum is necessary to enable the Reliance Motor Cycle Co. to continue in business in that town. Some \$800 has been pledged, and it is believed that the remainder will be forthcoming in time.

Father to Join Son.

D. Alexander, formerly of Gainesville, Ga., has removed to Atlanta and will go into business with his son, W. D. Alexander. The latter is head of the well known jobbing firm of Alexander-Elyea Co.

SUIT OVER SECOND HAND

Duffee Wanted His Money Back and a Jury Finally Gave It to Him.

A second hand motor bicycle occupied two days of the attention of the Superior Court at New Bedford, Mass., last week, the suit being that of Robert Duffee vs. Tanner & Co.

Duffee, the plaintiff, testified that he went to Tanner & Co.'s to get a motor bicycle. They did not have a new one, but had a second hand machine, which Tanner said he would make as good as new. He tried the machine, but it broke. Tanner sent the machine to witness's house, but the handlebars were bent, two teeth were broken out of the sprocket, the mud guard was broken and the gasoline tank leaked. Witness complained and Tanner took the machine and sent it away. When the wheel came back there was a bill with it for repairs of \$11.30. He objected to paying, and Mr. Tanner told him to send the wheel back. He did so and tried to recover the amount he paid for the wheel, \$175, and the amount paid for repairs.

In his defense Mr. Tanner said that he had all the facilities for repairing motor-cycles at his shop, and that this was the only machine he ever sent back to the factory. He gave no guarantee himself, but gave the guarantee offered by the manufacturers, and did not agree to refund the purchase price to Duffee. At the time Mr. Duffee bought the machine it had been in use six or eight months and was not in good condition. They tried the machine, and at that time the wire on the spark plug broke and had to be fixed.

It was alleged that Duffee was not qualified to handle a machine of this kind; that he didn't use the proper kind of oil, and that he didn't strain the gasoline; that he became vexed, and, seeing another kind of machine, wanted to get it because he liked it.

After hearing a number of witnesses, the jury returned a verdict of \$190.75 in favor of Duffee.

How the Thief Excused Himself.

You never can tell what excuse a thief will make. One of the cycle variety, a Birmingham (England) man named Arthur Williams, urged as a palliation that he was unduly tempted, and, like Adam, fell. "People shouldn't tempt me by leaving their bicycles about," he continued pathetically. A hard hearted judge gave him six months, however.

Influence of Gears on Sideslip.

Machines with low gears slip less than those with high ones, according to an English writer. The contention is at least open to dispute. There was no noticeable increase in side slipping when high gears came in a dozen years or so ago.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

Fisk Tires were Never Dishonored by being found on the Bargain Counter.



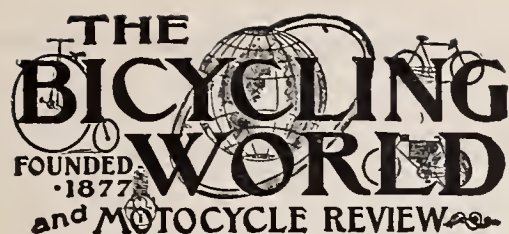
They are and Always have been the Friend and Standby of the Legitimate Dealer.

BRANCHES AND REPAIR DEPOTS:

| | | | |
|--------------|----------------|---------------|--------------|
| BOSTON. | BUFFALO. | PHILADELPHIA. | OMAHA. |
| SPRINGFIELD. | DETROIT. | WASHINGTON. | MINNEAPOLIS. |
| NEW YORK. | CHICAGO. | TORONTO. | DENVER. |
| SYRACUSE. | SAN FRANCISCO. | ST. LOUIS. | LOS ANGELES. |
| | LONDON. | | |

THE FISK RUBBER COMPANY,
CHICOPEE FALLS, MASS.

Western Sales Office, 52 State Street, Chicago.



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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 7, 1905.

Winter Work for Repairmen.

A number of dealers and repairers keep their shops open all winter, and at this time, when cycle work is well nigh non-existent, they are thankful for any jobs that will keep the business going. Some of them wait for work to drift in; others—the more successful class—go out and hunt up work. Usually they are glad to get anything they can do, but sometimes they have no settled plan and do not even know what they want.

Conditions change rapidly, and the repairer must change with them. When there is good skating he should hang out his sign, "skates sharpened," and drum up trade as well. Any shop can be fitted up at small expense to sharpen skates quickly—we will not add well, for at present prices it will not do to put too much time on them. When it was possible to get 25 cents for a job of this kind, there was an incentive to do the work well; but at 10 cents, at which price

the sharpening is now done in many cases, a short shrift is necessary. Still, there is a profit in it at this figure, but the work must be done intelligently, else there will be no profit made, and a ten-cent job is likely to be back two or three times in a good season, so the repairman frequently gets as much money out of it as formerly. Then, too, there are some skaters who will pay more to get better work. It need scarcely be said that this class of trade should be encouraged.

When there is plenty of snow, as at present, there is likewise plenty of sledding or coasting, and here, too, these repairmen can make a tidy little bit if they go about it right. The building of sleds is not likely to prove remunerative, although we have known some repairmen to turn out a few big "bobs" at a nice profit. But sleds are constantly being smashed or otherwise damaged, or they need to be strengthened or re-ironed. Here is the repairman's opportunity. As with skates, he must be quick. A sleddable snow is here to-day and gone to-morrow, and boys don't want to wait for the latter contingency. The man who does things "on the jump" is the one who will keep their trade.

Blind or Stubborn?

It is the testimony of nearly everyone who has to do with the sale of motor bicycles that the unpleasant memories of the past have been the greatest obstacles to overcome. These memories are substantial and lasting memories—memories of machines that refused to run, or that ran only once in a while—memories of perplexities without end and excruciating hard labor. "Once bitten, twice shy," is the attitude of the average man who has experienced the woes that accompanied the use of the earlier machines, and, sad to relate, of a minority of the later ones.

Some of the offending manufacturers have learned their lessons and profited accordingly by radical reconstruction of their products; others have been content merely to putter, with the result that their machines, while better than those of a year or two ago, are still far from what they ought to be.

We have in mind a flagrant instance. For at least three years this manufacturer has tinkered, and retinkered, and tinkered again with the details of his motor. He has persistently closed his ears to suggestions as to the real cause of its lack of power and intermittent usefulness; he probably would take mortal offense and resent vigorously if

his name were mentioned, and yet it is notorious, and has been proved on innumerable occasions, that the chief fault with his machine is its carburetter, which is really not a carburetter at all. Men who have substituted other carburetters have made of this particular motor bicycle practically another machine. The change of this one vital part has almost revolutionized its behavior, and increased its power, approximately, 50 per cent.

In spite of the fact, the manufacturer remains deaf, dumb and blind. He will not, at one stroke, strike at the root of the evil, although it has made him suffer in both sales and reputation. He seems utterly unable to see that he is hurting his own business and the interests of motor cycling generally, for the new year finds him again committed to the use of the thing that has done so much harm.

It is but one instance of several that serves to answer the oft-asked question, Why do not motorcycles sell more readily?

Interesting the Juveniles.

How distinctly, and also how undeservedly, the bicycle suffers, both as a utilitarian and a sporting vehicle, by reason of the overdoing process of a decade ago, and the consequent disfavor into which it fell, is revealed in a number of ways. Any one who takes the slightest trouble to seek can find them. They do not seem to lose force with the passage of time, and this is really the most surprising part of it all.

Not long ago we visited a town where cycling had an immense vogue in the middle '90s, but which has suffered more than ordinarily by the returning swing of the pendulum. Talks with old cycling friends revealed that scarcely any of them still rode, and the reasons for this neglect were both curious and interesting. "Can't find anybody to ride with," said one. "Only 'niggers' and mechanics ride now, and I can't afford to be classed with them," said another, who had, or fancied he had, a certain amount of "appearance" to keep up. "But So-and-So rides," we urged, mentioning one prominent business man, and following it up with several more, including one or two ladies. "Oh, they can afford to ignore what people think," was the reply.

To the younger generation many of us have turned, with the confident expectation that they would evince a liking for the bicycle. Only disappointment has met this

expectation so far. As with the grown ups, it is not that the bicycle is utterly ignored. Sales of juveniles' as well as of adults' machines have been sufficient to disprove any such contention. But in both cases the proportion of riders is not as large as it should be. The children take their cue from their elders and regard the bicycle with comparative indifference.

It is not that the capacity for the sort of enjoyment offered by the bicycle is lacking. Boys have just as large supply of bubbling, effervescent spirits to work off as ever, and the joys of rapid locomotion have lost none of their fascination. But somehow or other the proper connection is not made. The boy works off his surplus energy in some other way—and, incidentally, misses a lot of fun that the boy of a dozen years ago revelled in.

The imitation automobiles that have proved such a feature of the present winter shed light on this phase of the matter. A few days ago, when calling on a friend, we were shown the son and heir's most prized Christmas gift—a copy of a "White Ghost," with long, square bonnet, wheel steer, horn and other features of a "truly" automobile. "George is crazy over it," the fond parent said. "He can scarcely wait until the snow is off the ground to try it. All the boys have Red Devils of some kind, and they are going to get up a race as soon as the winter is over."

It was a crude and clumsy "contraption," driven by levers and treadles in almost exactly the same manner as children's tricycles. Neither speed nor ease, of running are promised by them, and compared to a bicycle they suffer as much as would a bone shaker of the '60s if placed alongside the modern safety. Yet the boys are in raptures with them, because they are copied after automobiles, and are motion vehicles. The boys regard the swift, easy running bicycle as passe, and they choose instead a four-wheeled monstrosity that costs all the way from \$10 to \$100 and will in a year be forgotten.

There is nothing to do, of course, but to bend to the storm. But the clever dealer will seize the opportunity some fine spring day to try the experiment of putting an automobile-satiated boy on a real bicycle and let him see how he can annihilate distance at three times the speed and with a tithe of the labor required to push the four-wheeler. When he has done this, there will be some orders booked for juvenile bicycles.

Good Roads and a Motorcycle Opening.

Editor the Bicycling World:

I am pleased to inform you that I have found one enthusiastic motorcyclist in this city. He is Samuel M. Whiteside, an oldtime wheelman, who was at one time an L. A. W. chief consul and loved a bicycle the same as I used to. Strange to say, he tells me that when he was approached on the motor bicycle question he took a strong stand against the new comer without even trying one. He says he would not get on one. After a time he got to thinking the matter over, and decided to try one, and his first ride enthused him so much that he could not rest until he bought a machine. His first choice was one of the kind that so many have tried, and, having tried to their sorrow, lost interest in motorcycling. Whiteside had got a little taste of the pleasure, however, and was not so easily discouraged as others have been. He tried another, and finally got an Indian. I was out for a twenty-five-mile ride with him this afternoon, and to say it is a pleasure to have such company does not express it. Money could not buy his machine, he says, if he could not get another like it. He says it is the greatest pleasure of his life.

In this connection I want to tell you about the Savannah roads. They are made of the Augusta cement gravel, which packs as hard as rock. It really glistens where the wheels roll over it, it is so hard. Our Massachusetts macadam roads are not "in it" with these roads. The roads are the same in and around Augusta, Ga., where this gravel comes from. The whole county of Richmond has these roads. I cannot learn of but one motorcycle in use here, simply for the reason that no one has taken hold of the business to demonstrate the right machine.

There is a first class opening for a live Yankee here in this business in connection with bicycles and automobile repairing. I am told that there are about three hundred automobiles in use here, and I should think it is so from what I see. They are in use the year around. Mr. Whiteside says he believes that one hundred Indians could be sold here inside of a year by the right man, and I agree with him.

E. H. CORSON,
Savannah, Ga.

La Rue, Lawyerlike, Still Argumentive.

Editor the Bicycling World:

"G. L., Jr." (your correspondent of Dec. 31), by referring to his own satisfactory use of a 68 for the lower part of a two speed gear apparently imagined that he thereby demolished my arguments regarding selection of sizes, whereas he only showed conformity to my theory; for he refers to the roads as "quite hilly" where "average" gears are "between 66 and 74," and my argument had only been that the smaller gear must be within ten of the accompanying, pace setting, single speed gears. He would discover the increased exertion in keeping pace if he tried a 56—that is, one which was more than ten below his present companions' gears—or if he took his

68 to a level country where the average gear was 90. Similarly, he should concede to me the privilege of using a high gear that is larger than the average single speed gear in use in my locality, for his high gear is larger than his estimate of the average single speed gear in use in his locality.

His concluding advice that I should use the larger gear the greater part of the time is unnecessary. Circumstances have constrained me into using the 68 only one-fourth part of the time; but I wish the manufacturer would increase the 68 and its fractional usefulness to me.

CHARLES LA RUE, New York.

One-Legged Opinion of Gears.

Editor of Bicycling World:

I have been reading with much interest the different articles on gears that have appeared in your paper, and now write from the viewpoint of a one-legged rider. During several years of riding I have experimented with many different gears in order to find which one would suit me the best, and, after trying gears ranging from 28 to 100, I find I can do best with a 70 gear. I can climb bigger hills with it than with any other. It would seem that a smaller gear would be better for one leg, but such is not the case. I have tried the two speed gear, but it has no advantage, as the one gear of 70 fills all my requirements:

For a motor bicycle I find a 56 gear (pedal gear) is just right. On my trick wheel I use a 40 gear.

I have also found an easy method for computing the gear of a chainless, as follows: Measure the exact distance in inches the bicycle will travel with one revolution of the pedals, divide by 3.1416, and you have the gear. This, of course, will work with any wheel. W. T. PRINE, Oskaloosa, Iowa.

Favors the Racing League.

Editor the Bicycling World:

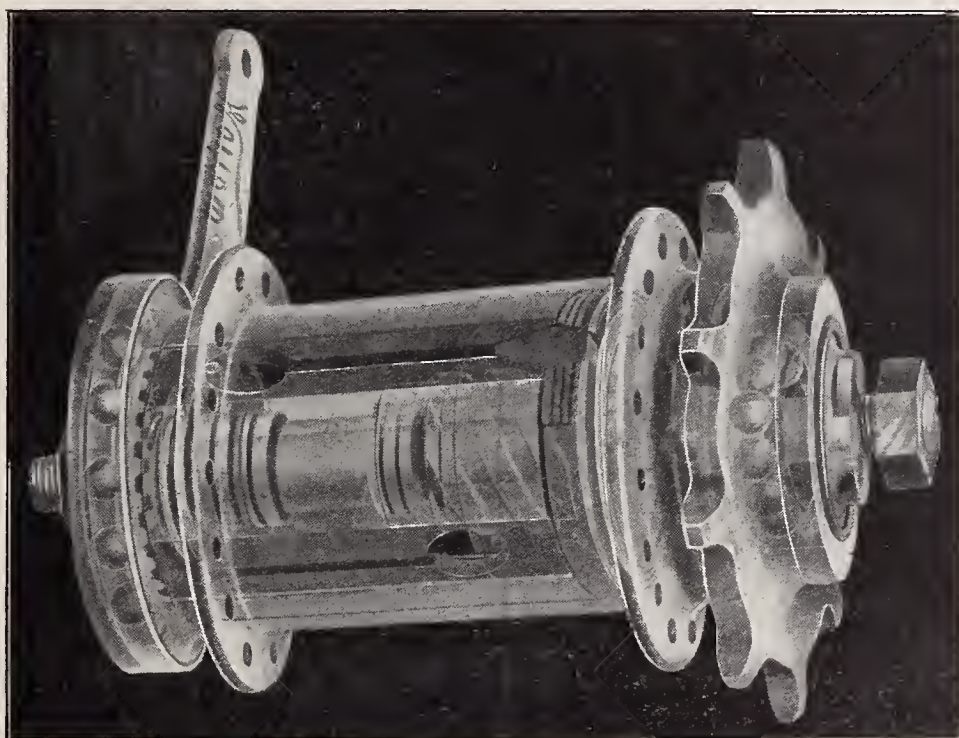
Permit me to say that I think an amateur racing league, such as was outlined in your issue of December 24, would go a good ways toward building up interest in cycling. But there is one point in which I do not agree with you, and that is I think that every club should be allowed three representatives instead of one, as suggested. Say, for instance, that the New York A. C. was represented by Marcus Hurley; the result would be an almost foregone conclusion. The N. Y. A. C. would win, and, of course, take the interest out of the league right away. Of course, such things could be settled after the league was organized, and we will talk about them later. Meanwhile, as a representative of this club, I would like to say we will do all in our power to encourage such a scheme.

I hope your plan will meet with the approval of the rest of the clubs.

A. L. M'KEEVER, Brooklyn,
Captain National A. C.

There are more than four hundred members on the roll of the Press Cycling Club of London, all being active newspaper men.

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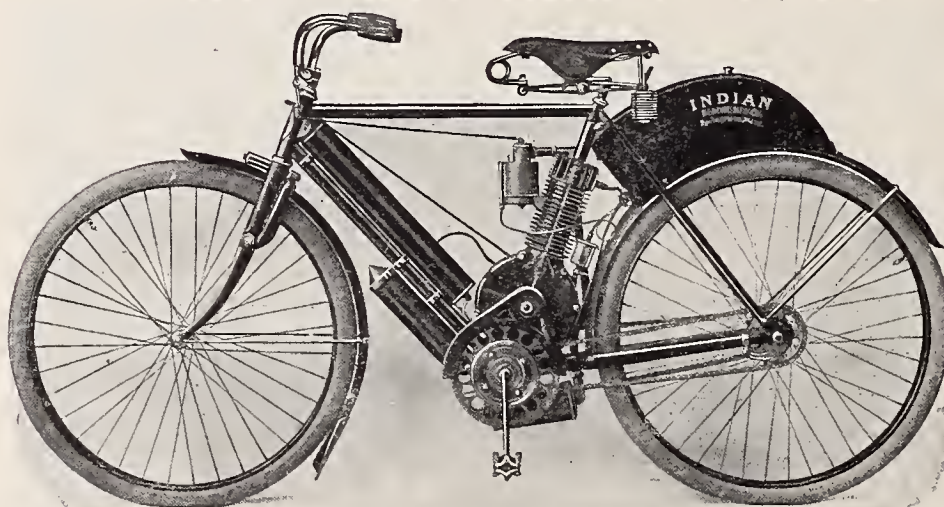
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THE ONLY GOLD MEDAL 1903 ENDURANCE CONTEST

THE ONLY GOLD MEDAL 1904 HILL CLIMBING CONTEST

IN THE NEW YEAR'S SLUSH

Hardy Cyclists Engage in the Usual Midnight Contests—Police are Present.

Over roads that one of the contestants described as "juicy," an apt description, the annual midnight New Year's contests, which have marked cycling life in the vicinity of New York for very many years, were run as usual on Sunday morning last while the bells and whistles were noisily heralding the dawn of 1905.

There were three of these contests, two on Long Island and one in New York. The latter, the Associated Cycling Club's classic run to Yonkers, 13½ miles, and thence over the hills to Tarrytown, 25½ miles (although, as each contestant is given the privilege of picking his own route, in many instances the mileage is much greater), of course, attracted the greatest attention.

Although it had endured for all of seventeen years, the police department, for the first time, took a real interest in it. The effort to include an event for automobiles was primarily responsible for this interest. It developed that the New York Motor Club, a recent organization, against the adoption of whose title the New York Motorcycle Club unsuccessfully protested, was the "nigger in the woodpile." The president of that organization—which was formed chiefly by men who do not own anything in the shape of a motor—became possessed of a sudden and almost holy regard for the law, and accordingly filed a truly wonderful letter of complaint with the police commissioner. As a result, the bicycle policemen, who ordinarily go off duty at midnight, were kept at their work for an hour longer. Four of them put in an appearance at the starting point, Fifty-ninth street and Broadway. One of the four was attired in citizen's clothes and bestrode a motor bicycle. Casey is his name, and "shoo-flying," that is, spying on the other "cops," is his particular duty. He takes himself very seriously, and on Saturday night last the weight of his importance was so great that it appeared almost as if he were carrying the whole police department on his shoulders.

As no automobiles put in an appearance to claim his attention he had it duly announced, for the benefit of the cyclists, that the "law must be obeyed." To assist this obedience, he stationed two of the policemen about a quarter of a mile from the start, and instructed them to follow the riders after they were given the signal to go at 12:01 a. m. Although all had been warned, nearly every one of the ten who started dashed off as if there was not a brass button within a hundred miles. No arrests were made, and Casey and his little squad returned to await the start of the motorcyclists, who were not due to get away until 12:31.

While the crowd waited it was discovered that Casey was riding with an unlighted

lamp, as was one of the patrolmen, while still another had no lamp at all attached to his machine. The fact interested the spectators amazingly, and cries of "Where's your lamp?" "You're breaking the law," "Light up, there," etc., added more interest to the gathering.

As the four motorecyclists who were entered lined up for the start, a newspaper "artist," bent upon obtaining a flashlight photograph, set off a blinding charge of powder. The next instant the riders were given the word. There is no doubt that a number of the spectators were blinded for fully two minutes by the great flash, and, while the fact cannot be proved, it is common report that "Shoo-fly" Casey was among the number. At any rate, for some reason or the other, he failed to pursue the motorecyclists. He stood as if dazed, and when finally he regained his senses he ordered the policeman nearest him to follow the speeding motorecyclists, who really were not speeding at all, because of a common agreement to keep together at the legal pace until outside the crowded streets. As the patrolman made ready to do the roundsman's bidding, he was tapped on the arm by one of the spectators and requested to arrest the motorecyclist who was behind him with an unlighted lamp. For a moment the poor fellow was nonplussed.

"Where is he?" he gasped.

The spectator pointed to Casey.

"There he is. Take him in," he responded. The copper lingered doubtfully for a moment, while the motorecyclists drew rapidly away. He might never have followed them had not Casey risen to the occasion and ordered him on. "Go on, Matt; go on," he ordered. Matt went—probably to his home.

Casey lingered for a few minutes to converse with a reporter. When he made off in an opposite direction from that taken by the riders, "Light up, Casey; you're breaking the law," followed him.

The thermometer was above the freezing point and the roads a mass of slush—mixed snow and mud. That it made the going interesting, to use a mild term, and that the riders soon assumed a picturesque appearance will be readily inferred. The night was very dark, and many of them slipped and fell, only to slip and fall again. The conditions induced most of the cyclists to cry quits at Yonkers. Considering the fearful roads and the darkness, all those who finished made wonderful time. The best previous performance to Yonkers stood at 39 minutes, and to Tarrytown at 1:28. On this occasion Beaver, the winner, reached Yonkers in 45:45 and Tarrytown in 1:33:30. Even A. B. Roe, the one-armed messenger boy, who rides without handlebars, got to Tarrytown in less than two hours.

The performance of the motorecyclists was even more astounding. In the two previous years that they had participated, they made sorry showings, their times being beaten decisively by the pedal pushers. This year, however, both men and machines behaved

grandly, all four of them finishing inside of 1 hour 12 minutes. A. Kreuder, a thorough young sportsman, who won last year's contest in slow time (1:40:00), covered the nearly 26 miles in 1:03:30—a remarkable night performance on such roads. Although he was not first at Yonkers, he wins the Oatman cup, as Wood is not a club member. Three hours before the scheduled contest, Kreuder, Shotwell, Andes and Roland Douglass engaged in a quickly organized run to Yonkers and return, which Shotwell won in 61 minutes; Kreuder was second, 2 minutes later; Douglass slipped on a car track, and though he escaped injury, his machine was badly damaged by an approaching car.

The ten bicycle riders who started were Bert Dammann, Manhattan F. C.; A. B. Roe, Century Road Club Association; F. W. Sulzer, Twelfth Regiment Athletic Association, and the following members of the Prospect Wheelmen; James Beaver, O. J. Steih, George G. Cameron, jr., F. Williams, R. Stafford, James Stewart and G. Washburn. Dammann, who won the race last year in the colors of the Century Wheelmen in 1:31:00, had announced that he was riding as an unattached rider when he registered his name. Five minutes later, however, he asked that he be put down as a member of the Manhattan Field Club. If he had been proposed for membership in that organization and a meeting of the board of directors called at which he was formally elected as a member of the club, it certainly was one of the quickest initiations on record.

Beaver was the first to reach Yonkers, his net time being 45 minutes 45 seconds. Cameron was but 2 minutes 15 seconds behind him, and but for bad luck might have defeated him. Cameron slipped and fell at the corner of Amsterdam avenue and 125th street, but was not injured. Then one of his tires punctured when he was three miles from Yonkers. He waited two minutes until Williams, one of his club mates, came along, when he took the latter's machine and finished the race on it. Williams and Stafford retired from the race at Yonkers, though they were the third and fourth riders to reach that point. O. J. Steih, who was not among the first five to arrive at Yonkers, made up a lot of time between there and Tarrytown.

The order at both places was as follows:

AT YONKERS.

| Rider. | M.S. |
|---|-------|
| 1—James Beaver, Prospect W..... | 45:45 |
| 2—George G. Cameron, jr., Prospect W..... | 48:00 |
| 3—R. Stafford, Prospect W..... | 49:00 |
| 4—F. Williams, Prospect W..... | 50:00 |
| 5—J. Stewart, Prospect W..... | 66:00 |

AT TARRYTOWN.

| Rider. | H.M.S. |
|---------------------------------|---------|
| 1—James Beaver, Prospect W..... | 1:33:30 |
| 2—O. J. Steih, Prospect W..... | 1:34:00 |
| 3—A. B. Roe, C. R. C. A..... | 1:44:30 |

MOTORCYCLE DIVISION.

AT YONKERS.

| Rider. | M.S. |
|--|-------|
| 1—George Wood (Marsh), unattached..... | 36:00 |
| 2—Albert Kreuder (Marsh), N. Y. M. C. C..... | 38:00 |
| 3—Edw. Shotwell (Indian), N. Y. M. C. C..... | 39:00 |
| 4—George Andes (Indian), unattached..... | 41:00 |

AT TARRYTOWN.

| Rider. | H.M.S. |
|--|---------|
| 1—Albert Kreuder (Marsh), N. Y. M. C. C..... | 1:03:30 |
| 2—George Wood (Marsh), unattached..... | 1:07:30 |
| 3—Edw. Shotwell (Indian), N. Y. M. C. C..... | 1:09:00 |
| 4—George Andes (Indian), unattached..... | 1:11:30 |

The almost universal understanding that

the Gerbereux Trophy is now the property of the Prospect Wheelmen, owing to its having been won three times by members of that organization, turns out to be an error. Mr. Gerbereux, the donor, said this week that the trophy must be won three times by the same rider before becoming the property of any one.

Oscar Goerke, of the National Athletic Club of Brooklyn, led the bunch over the tape in the fourth annual midnight New Year's run of the Century Road Club of America to Coney Island and return from Bedford Rest. Two feet behind the winner was L. J. Wentz, his clubmate, and H. F. Cranston and Gus Perden, of the same organization, were at the heels of the two leaders. The contest was quite a "National" occasion, as members of that organization captured the first seven prizes and also the ninth, which was doing fairly well, considering there were but a dozen rewards at the finish.

Forty riders lined up for the contest, and were sent away on their sixteen-mile journey at 12:11. Twenty-five made the turn at Coney Island and half the starters covered the course. Goerke's time was 49 minutes 40 seconds, which was very good, considering the condition of the roads. The record for the course is 47 minutes, which was made a year ago by L. J. Wentz, who finished two lengths ahead of Joseph Fogler; Oscar Goerke and Joseph Kopsky being close back of the leading pair. D. J. McIntyre, of the Tiger Wheelmen, had a bad fall after having gone a mile and a half on his journey. He was badly shaken up, and one of his thumbs was broken. Captain Sickanius, of the C. R. C. A., ran into a spectator as he was sprinting for the tape.

The National Athletic Club won the silver loving cup offered by the promoting organization to the club whose riders scored the most points. In addition, the National A. C. riders captured the Popper Trophy for the second year in succession by scoring 67 points. The Popper Trophy must be won three successive years to become the property of a club.

The order of finish:

- 1—Oscar Goerke, National A. C.
- 2—L. J. Wentz, National A. C.
- 3—H. F. Cranston, National A. C.
- 4—Gus Perden, National A. C.
- 5—Owen Devine, National A. C.
- 6—Herman Lind, National A. C.
- 7—Victor Lind, National A. C.
- 8—Harry Early, C. R. C. of America.
- 9—Harry Bennett, National A. C.
- 10—Philip Sickanius, C. R. C. of America.
- 11—H. E. Fisher, C. R. C. of America.
- 12—E. Druitz, White Plains, N. Y.

P. Sherry, Harry Hall and J. A. Sierra won the special prizes offered for members of the Century Road Club of America who did not win any of the regular prizes.

The annual midnight race of the Century Road Club Association, from Bedford Rest to Valley Stream, was captured by C. Schlosser, of the promoting organization, in 51 minutes. E. Hoffer of the C. R. C. A., was second, and J. Dorfman, of the Brower

Wheelmen, was third. The race was started at five minutes after midnight, and there were fourteen starters. W. C. Johnson, of 362 West 117th street, New York City, 18 years old, collided with another rider when he had gone but two blocks and received a bad fall. His left shoulder was pulled out of its socket, his collar bone and several other small bones were broken. He was removed to St. Mary's Hospital in an ambulance. There was some question about taking the boy there, and Dan M. Adeo, the recently elected president of the C. R. C. A., guaranteed his expenses. The ambulance surgeon said he thought Johnson would recover from his injuries in a few weeks.

Chicago's 15th New Year's Scorch.

The Nelson family was not as prominent as usual in the annual 2:50 Scorch from Chicago to Pullman, Illinois, on New Year's Day, the event having been won by Erwin Siegel, in 49 minutes 30 seconds. George Raynor, of Lafayette, Ind., was second, in 51 minutes, while Fred Nelson was third, in 51 minutes 10 seconds. The other finishers were Fred Clay, fourth, in 53 minutes; J. Kippe, fifth; E. Smith, sixth; Jesse Raynor, seventh, and C. Alfred, eighth. Fred Grudden and other starters straggled in some time after the others finished, saying they found the going very hard on the muddy roads.

It was the fifteenth annual time for the 2:50 Scorch, and it has been won by Fred Nelson four times, and the latter's brothers, O. P., Joe and the late John Nelson, have also won the event at different times. The struggle this year between Siegel and Raynor was an interesting one. The mud and slush was very bad, and Siegel proved to be the better combination of "mud horse" and sprinter.

Building Prince's Track at Troy.

Forty carpenters were engaged by "Jack" Prince to build the ten-lap track in the armory at Troy, where a week's programme of racing is scheduled to start on Monday, January 9. The racing will mostly be motor paced professional events, at three, five and seven miles, and an amateur handicap will be run every night. Prince has been trying to arrange for some professional sprint races also, and may be able to put them on. Work on the track was begun last Saturday, and it was to have been completed on Thursday. The riders in the motor paced contests will be the same men that competed at Buffalo, except that Walter Bardgett will take the place of Hardy Downing, the latter having gone to his home in Los Angeles, Cal.

France Adopts Circuit Championships.

For the first time in its history the professional sprinting championship of France is to be decided this year by a series of contests, instead of one race. The scoring is to be done much as is that for the American national title. In France there are to be twelve races run, some of them in the pro-

vincial towns, between May 1 and October 31. The final contest is to be held in Paris. In each of the races the winner is to receive three points, the second man two points and the third man one point. In the final contest in Paris the points will be doubled.

In case there is a tie in points after the concluding race has been run, the rider having the largest number of firsts to his credit will be declared the winner. In case there is also a tie in the number of first places won, the championship will be decided by a special match between the two men. The prizes for the final contest in Paris will be \$100 for first, \$60 for second and \$40 for the third man. The second and third men in the semi-finals will receive \$15 and \$10, respectively.

Physicians Find New Diseases.

New cycle diseases have not appeared with any alarming frequency since the cycle ceased to be a fad. It is the automobile that is responsible for the fastening of many new and strange ills on mankind, and the cyclist has consequently been let much alone. But now comes the Family Doctor—an English publication, of course—and adds "mental perversity" to the list of cycling ailments. The disease, apparently, affects both machine and rider, for the journal in question describes it as "the passive machine becoming an uncontrollable and active agent of an apparently unavoidable accident." Most riders have a lively recollection of these symptoms. In the novitiate stage there seldom was a road obstacle—be it tree, stone or ditch—encountered that the machine did not make a break for it.

The remedy, suggests the Family Doctor, is "to look away from rather than toward the object to be avoided." But that is exactly what the novice cannot do. The fatal fascination of that obstacle is too awful to be passed in contempt.

Russians will Race as Usual.

Despite the war, cycle races will be held at St. Petersburg in the spring. A new wooden track has been constructed in the Russian capital, six laps to the mile, with 50 degree banks. As in previous years, the management will engage some foreign riders to take part in all the meets.

Pottier Puts up a New Record.

Rene Pottier, amateur paced champion of France last year and a recent graduate to the professional ranks, raised the human paced hour record to 30 miles 370 yards on December 4. His opponents were Bouhours and Bourotte, and the race was decided at the Velodrome d'Hiver, the indoor track in Paris.

Reading's Rare Old Rider.

Reading, Pa., has a rare old rider in Ben Kinney. He has passed sixty-three, but it is stated he can "kick the pedals with the youngest of them." But he does not kick more than is necessary, as he is a most enthusiastic advocate of coaster brakes, the Morrow in particular.

MECREDY ON GEARS

**Contents that Personal Experience Only
will Settle Question for Each Individual.**

In the matter of gears, as in many other things, what is one man's meat is another man's poison. Only by actual experiment can a rider determine what is best suited to his style of riding, yet the usual plan is to select a gear just because some one else is using a similar one, and that one usually high. That keen cyclist and close observer, R. J. Mecredy, in the current Irish Cyclist, animadvertes on this proneness to "follow the leader," and points out the folly of it all. Referring to the assertion that "a variation of 15 inches, or even 20 inches, in the fixed gear of a bicycle has no appreciable influence on the average pace when the muscles have had time to adapt themselves to the altered conditions," he says:

"This is a question of which we have made a very careful study ever since the time that the safety, or geared up, bicycle came into use, and we most emphatically differ from the opinions above stated, which seem to be based mainly on the fact that during the last twenty years fast riders have gone from one extreme to the other, and at one time swore by 70 inches in gear and at another by 80 or 90. We freely admit that cyclists are very much like sheep in their aptitude for following the leader, and are likely to adopt the gearing most in vogue by the crack brigade, irrespective of the fact as to whether it suits their peculiarities or the particular circumstances of their case.

"We contend most emphatically, however, that there is a very wide divergence between the gears which suit different classes of riders, and which will be found most satisfactory for varying conditions, and that each man will only learn by experience, granted he is capable of forming an opinion for himself, the particular gear which gives the best results in his case.

"The question is one which can only be dealt with on general principles. Most people are apt to jump to the conclusion that a strongly built man with great muscle development will be best suited by a high gear, while the thin, weedy looking rider should gear very low. This is very far from being the case, however. The thin, weedy looking rider may be faulty as regards heart and lungs while being wiry in other respects. Consequently fast pedalling will be peculiarly disastrous to him, whereas he will not feel hard pushing nearly so much. The powerfully built man, on the other hand, may have a strong heart and perfect lungs. Fast pedalling, provided it comes natural to him or he can develop the art, will not prove disastrous, whereas hard pushing, notwithstanding his apparent strength, will not suit him.

"As a case in point we might mention our own experience. In our racing days we carried out a series of most exhaustive tests. With two racing bicycles and no less than

seven driving wheels, we experimented with varying gears. At this period the average racing man was gearing to about 85 inches. We found, however, that, although we could do a better quarter against time on the high gear, when it came to sprinting at the finish of a race against another rider we were yards faster on the low, and consequently settled down to a gear between 62 and 63. Zimmermann's experience was somewhat similar. He found by experiment that a low gear suited him, and when he was carrying all before him in England in 1891 his gear was 64 inches, which was something like 20 inches lower than that of the men he was competing against.

"So much for the personal equation. It is necessary, however, also to take into account



NEW YORK BRANCH 214-216 WEST 47TH ST.

the performances for which the machine is required. For example, as regards racing, if a man is riding against time, or in paced trials, he will need a much higher gear than if he is competing in ordinary scratch races. The reason for this is simple. The race is not won on the average pace maintained, but in the last quarter-mile sprint. It is easier for a rider to learn to pedal faster than to find the strength to enable him to push hard, and the man who can pedal fast can always raise a sprint on a low gear at the end of a hard race, where the man mounted on the high gear will fail.

"Similarly, on the road, the conditions must be taken into account. An excessively high gear is misleading. When the rider is fresh and the road favorable it seems much easier to push than a low gear. When he begins to tire from the length of the day's journey, from a head wind, or from heavy or hilly roads, the high gear becomes almost intolerable. On the low gear, though he may feel it irksome at first, he will not tire so rapidly, and when he is tired will still be able to push on in a way which he never could accomplish on the high gear.

"Where fast riding is indulged in the rider will find the low gear most tiring on a level road, for there it is necessary both to pedal fast and push comparatively hard. On the uphill he will score because, though pushing comparatively hard, the rate of pedalling will not be fast, while downhill, although he will have to pedal very fast, there will be no hard pushing. In every case the rider must try to strike the happy medium; only thus can he attain the best possible results. But to say that a variation of 20 inches will make no difference to a man provided he uses one or other gear long enough to be fairly accustomed to it is not correct."

Century Riding on a New Plan.

Steal a bicycle in one town, ride it, and sell it in the next, was the original method of an Englishman. He commenced his trip at Exeter, and religiously carried out his programme in sixteen different towns, travelling on an average one hundred miles a day. This trip occupied two months, but in Leeds he was caught, and therefore enjoys seclusion which will last for a period of six months, and may possibly be accompanied with a little cakum picking.

Majorca's Ninety-Mile-an-Hour Track.

One of the fastest tracks in the world has been built on the island of Majorca. It is three laps to the kilometer, and the constructors have certified that it will take a speed of ninety miles an hour. Cement has been discarded, asphalt being thought better. It was on this new track that Manuel won the championship of Spain last month, by defeating Ricardo and Peris.

No Racks on Oakland's Sidewalks.

Bicycle racks that blockade the streets have been ordered removed by Mayor Olney of Oakland, Cal. Chief of Police Hodgkins detailed officers to call upon offending storekeepers and give them two weeks to remove all racks that encroached upon the sidewalks. If the order is not obeyed in that time, offenders will be prosecuted by the authorities.

Influence of the Automobile.

One Frenchman at least has tried the automobile with the result that he is more than ever a convert to the bicycle. President A. Ballif of the Touring Club of France recently wound up an enthusiastic laudation of the automobile by saying that its chief merit was that it made him fonder than ever of the bicycle.

Dorlon with His Skates on.

Oliver Dorlon has proved himself speedy on a bicycle, and also on skates. At the Clermont Avenue Rink, in Brooklyn, the six day racer broke the three-quarter mile skating record by covering the distance in 2 minutes 7 seconds.

International Union to Discuss Pacing.

The Union Cycliste Internationale will meet at Paris on Saturday, February 11, to discuss pacing and other questions of interest.

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Warner's Rise to Governor's Chair.

"Bicycle champion in 1884; Michigan's Governor in 1905," is the heading of an article which is going the rounds of the newspapers in the Wolverine State. It tells of the career of Fred M. Warner, who was elected Governor of Michigan at the recent election in that State. When he was seventeen years old, which was twenty-three years ago, Warner saw three young men riding the high bicycles of the period down the principal street of Farmington, where he lived at the time. He was smitten with the fever, and invested all of his savings, amounting to \$95, in a Columbia. That fall he competed in two races, and won one of them.

The following season he bought a lighter machine, and with it won many races in Ontario and Michigan. He competed in the State championships at Coldwater, and won the half-mile, one and five mile events. The following spring, while training on the track near Farmington, a driver exercising a horse ran into Warner and the latter's nose was broken. He went to Belleville, Ont., to ride in a 100-mile race, but a rainstorm prevented it from being run off. The Michigan State championships were held at Ovid that year, and Warner captured two of the events. The same year Warner wished the bicycle club at Farmington to promote a race meet, but some of the timid members feared they would lose money, so he ran it himself and made a good deal of money. The chief prize was to have been a \$50 medal for the ten-mile open, but Warner won the race himself, defeating "Birdie" Munger among others.

Evidence of Winnipeg's Interest.

In Winnipeg, Manitoba, 8,541 licenses were issued last year by the Cycle Paths Board, which was a large increase over the number issued for the previous season. During the past year 361 bicycles were reported as stolen, of which number 222 were recovered by Warren Beggs, superintendent of the board, thirty-eight were recovered by the owners, thirty by the local police officers, and seventy-one are still missing.

Cyclists of that city now have seventeen miles of paths to ride over, five miles of which were constructed last year. During the year 280 cubic yards of sand were used in top-dressing and repairing the paths, while 350 loads of earth were used in making the connecting link in the Portage avenue path between Home and Maryland streets. The board now owns an outfit valued at \$2,220, consisting of graders, wagons, sleighs, rollers and two teams. Since March, 1904, the board paid out \$2,700 in wages. It is the intention to construct five or six miles more of paths during the coming season.

What Interested Portugal's Royal Heads.

According to the "Journal de l'Automobile," the King and Queen of Portugal, who visited the Paris salon, were more interested in the bicycles than the automobiles. "His majesty," says that publication, "was particularly attracted by the motorcycles, while the Queen devoted most of her attention to the latest improvements in bicycles."

Cycling Paris as Seen by a Stranger.

It is amusing to note the things that are done in Paris without attracting attention. It is a common thing to see a young fellow strolling along the footpaths of the most crowded boulevards, with a girl on one side of him, while on the other he is wheeling his bicycle, says an observant cycling visitor to Paris. He may, and does, rub the dirty wheels and tires against the trousers and skirts of parties whom he meets or overtakes, but he walks on indifferent to whatever inconvenience he might cause. The victims don't seem to mind much, either. Now and then they give a hasty glance betokening a desire to burn the cyclist along with his cycle and girl, or they mutter unutterable things, but they pay no serious attention to it. I happened to walk down the boulevards behind one man who on three separate occasions wiped his front tire on the lovely crimson trousers of a military officer. The officer would halt at every block in the traffic, and every time the wheel was pushed against him. The warrior took no notice. I suppose he thought that that was what his trousers were for.

Another novel use the cyclist makes of the boulevards attracted my attention. When he wants to get rid of his bicycle for an hour or so, he simply chains it to a tree and leaves it there. In a small place there might be nothing remarkable in such a procedure, but in crowded streets like those of Paris, it strikes the visitor as curious. People constantly knock against the machines thus disposed of and soil themselves. I saw a policeman give a drunken fellow a push, and the fellow fell over a chained bicycle. Nobody cared or knew what harm he had done it.

For years the Parisian cyclist has sternly set his face against the use of a bicycle lamp. I suppose he does not wish to increase the profits of those who sell lamps, but whatever the reason, he sticks to the Chinese lantern, which he has used for years. On one occasion I remember seeing a cyclist with a lamp, and he was the first I had seen for years.

The French are fair weather birds, too. They like to ride when they and their machines look pretty and attractive. Rain or cold weather takes all the desire out of them, and they keep close to home when they are in evidence.

"PERFECT"**OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

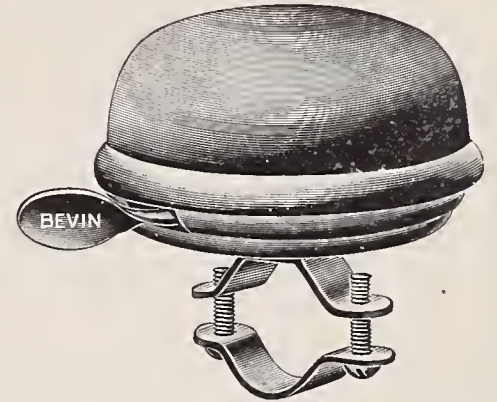
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Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.

THERE IS

No Good Reason

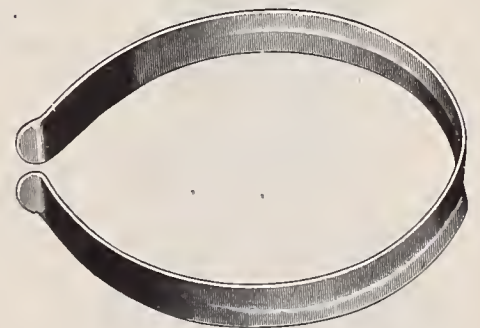
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There are a good many good reasons why you should buy them. If you are not "wise," let us post you!

Bevin Toe Clips

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are in the same class with
Bevin Bells.

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EASTHAMPTON, CONN.

Bicycle Duel, Russian Style.

Duels have been contested in many strange ways, in fact as well as in fiction; but one method which was adopted in Warsaw recently has never, to our knowledge, been attempted before. The parties to the duel were two Polish students—Mieroslawski and Yarkin. A quarrel led to a challenge, but no agreement as to weapons could be arrived at. Ultimately, on the suggestion of a third party, it was decided to fight on bicycles, the only weapons allowed being knouts, says English Cycling. A large frozen pond was selected, and the combatants and their seconds and supporters assembled.

"Riding down" was prohibited, and the aim of each man was to steer his machine with the left hand into a position from which, with the knout in his right hand, he could deal a slashing blow at his opponent. Mieroslawski drew first blood by laying Yarkin's face open with a well judged lash. Then Yarkin got in effectively, and the faces of the two fighters ran blood. Yarkin at last, blinded by his own gore, turned his machine and ran for it. His adversary cunningly steered him toward a weak spot in the ice, and then, himself swerving off onto safe

ground, left Yarkin to plunge through into what was, happily, not more than four feet of water. Thus ended the duel and thus was Polish honor satisfied.

Fowlers Choose Their Leaders.

The annual meeting and election of officers of the Fowler Wheelmen, of Providence, R. I., was held at the club rooms last week. After the routine business was transacted the following were elected officers for the ensuing year: President, John E. Borden; vice-president, Walter Pratt; recording secretary, William J. Ford; assistant recording secretary, J. Francis Arnott; financial secretary, William H. Orton; treasurer, John B. McGorty; captain, William J. Ford; sergeant-at-arms, Joseph O'Reilly; press correspondent, Harry Pratt.

Remillard Heads the Massasoits.

The Massasoit Cycle Club, of Springfield, Mass., elected the following officers at its annual meeting last week: President, C. R. Remillard; vice-president, Harry McReil; secretary, J. T. Coughlin; assistant secretary, G. H. Harriss; treasurer, H. E. Cady; board of directors, H. E. Cady, P. B. Stearns, G. H. Wing, C. M. Bishop and C. W. Bollis; auditors, M. F. Connor and C. M. Bishop.

Don't Want the Danger Lessened.

Following the announced decision of the managers of the two outdoor tracks at Paris that they would not allow the high powered motor pacing machines to be used hereafter, comes an unusual objection from some of the racing men. Though there were several deaths and many nearly fatal accidents last year caused by the use of the large motors, many professional motor pace followers are reluctant to abandon them for the smaller machines, which will be the only kind allowed at the Buffalo Velodrome and the Parc des Princes tracks the coming season. The racing men complain that the new rule will compel them to buy new motors of small horsepower, while their present high powered pacing equipment will be valueless. It is not likely that the track managers will change their minds, despite the wails of the racing men.

Bayonnes Elect Officers.

Officers for the ensuing year were elected last week by the Bayonne Wheelmen, of Bayonne, N. J., as follows: President, George Solomon; vice-president, John Spavin; secretary, E. T. Jones; treasurer, John Barb; sergeant-at-arms, John Hedley; trustees, Andrew Stoveken and S. Cooper.



NEVERLEAK BRASS SIGN OFFER EXTENDED.

As many dealers have only part of the required number of certificates for obtaining a
SOLID BRASS SIGN—FREE,

we have extended our offer to enable all to obtain one of these splendid signs. Dealers should preserve their 1904 certificates and send in their 1905 orders for NEVERLEAK as early as possible, to make sure of getting one of these signs and to secure it early in the season.

A "Brass Sign" Certificate accompanies each dozen 4 oz. tubes of NEVERLEAK. When you have 12 certificates, mail them to us and you will receive a solid brass sign, 12 by 15 inches, entirely free of charge.

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Every Dog Has His Day!

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, January 14, 1905.

No. 16

INTEREST IS INCREASING

Inquiries and Orders for Motor Bicycles Indicate a Good Season Ahead.

If indications count for anything, 1905 will prove an uncommonly good year for motorcycles. Nearly all of those concerned with their manufacture report an increased and increasing volume of inquiry during the last two months, which is the more remarkable because of the severity of the winter.

J. I. Brandenburg, of the Aurora Automatic Machinery Co., and George P. Jenkins, of the American Motor Co., were among those who agreed on this point, and yesterday the signs of promise were more than confirmed by Oscar Hedstrom, of the Hendee Mfg. Co. He stated that not only has the volume of inquiry been much heavier than ever before, but the orders for Indians actually in hand are already considerably in excess of what they were at the end of February of last year.

Hedstrom was in New York, en route to Florida, where he goes partly to rusticate, partly to attack records on the famed Ormond-Daytona Beach during the continuance of the automobile speed carnival there. No events for motorcycles are included in the programme, but Hedstrom had received assurance that the electrical timing apparatus will be placed subject his performance. He is taking with him a brand new two cylinder Indian—one which differs somewhat from the machine he used on several occasions last year.

Development in Both-Ended Tubes.

Many efforts have been made to improve the butt-ended inner tube, with the object of removing the objection to it due to the lack of circularity of the ends and of a free circulation of air. An English concern has brought out a tube that is ingenious, and if it works as well in practice as in theory it will prove a useful invention.

The method employed is extremely simple. Both ends of the tube are open, as in the case of a tube that is to be lapped and cemented. One of the ends, however, is thickened by affixing to it a band of rubber of approximately the same size as the tube and about an inch in depth. All that is required is to place the end of the part of the

tube having the thickened edge on the outside into the other part of the tube, which has a thickened edge on the inside, and push it in sufficiently far to allow the edge of the outside band to abut against the edge of the inside band, which makes a perfectly airtight joint. Of course, the tube should not be twisted.

The tubes are made both for pedal driven and motor cycles.

Seeking Capital for Kirkham Factory.

Efforts are being made to obtain capital to establish a motorcycle factory at Bath, N. Y. L. J. Kirkham is the practical man in the enterprise, and the factory, if started, will do business under his name. So far \$5,000 has been subscribed. Double this amount is wanted, but confidence is expressed that the remainder of this amount will be forthcoming in a few days. It is proposed to employ about forty men at the outset, increasing the force later.

Philadelphia Jobbers Incorporate.

Edward K. Tryon, Jr., & Co., Philadelphia, Pa., have been incorporated as the Edward K. Tryon Company, the co-partnership formed in 1868 by the late Edward K. Tryon, Jr., who died on September 19 last, expiring on January 1. The entire stock of the new company has been taken by the surviving partners of the old firm, Edward B. Mears, Jr., Evan G. Chandlee and Charles Z. Tryon, who become the directors and officers.

Switzerland a Good Market.

During the last five years nearly 74,500 cycles, representing a value of \$3,275,000, have been imported into Switzerland. Of the number 49,500 came from Germany, 12,500 from France, 6,000 from the United States, and 1,700 from the United Kingdom. The imports are increasing yearly, last years total of 17,170 machines being the highest on record.

The Retail Record.

McKinney, Tex.—A. O. Browning; fire; loss, \$3,000.

Los Angeles, Cal.—A. P. Smith, Jr.; fire; loss, \$3,000.

Marysville, Cal.—W. B. Brown, sold out to Harry E. Miller.

Norwood, R. I.—D. F. Hoosie & Co., bicycles, sewing machines, etc.; new firm.

DEFENDS HIS BUSINESS

Western Traveling Man Sets an Inspiring Example by Bringing Facts to Bear.

H. G. Moore, who travels through the State of Ohio in the interests of the bicycle department of the Pope Manufacturing Company, is a man who believes in nailing a slander as soon as it shows its head. After reading a derogatory article on "the decline of the demand for bicycles" in Columbus, Moore at once prepared an answer which is given below:

"To the man who wrote the article pronouncing the bicycle a dead one and sounding death knells of an industry which is strenuously alive, I would, in a gentle way, beg to mention a few facts:

"Being in the business, I contend I know something about it, and travelling the State of Ohio gives me a fair knowledge of what the bicycle is and what the business amounts to. In a recent article it was brought to the public's attention the fact that the Kings County Wheelmen of Brooklyn have given up their clubhouse and disbanded, that the League of American Wheelmen has condensed itself into three divisions, that bicycle dealers who are not handling some automobile agency have been forced out of business, that cycling has died a fad's death like the roller skate, and further declares that the bicycle is not a necessity.

"Now, let us eliminate all the hot air and jump right to the facts and let the public have a peep at the bicycle business as it is to-day. I don't need to go any further than the city of Columbus, nor go outside of the State of Ohio, to say, truthfully, that the bicycle business is an industry that amounts to thousands and thousands of dollars and gives employment to hundreds of men and is recognized by those who are in the business as a highly satisfactory manufacturing line and in a prosperous condition. In Columbus there are four, what I consider, good, live bicycle dealers. The Columbus Sporting Goods Co., Wickliff & Funk, American Machine Co. and C. E. Evans, all representative business men. Besides there are eight or ten bicycle repair shops.

"In the State of Ohio there are a number of bicycle manufacturers who make thou-

sands of bicycles annually. Bicycle tires are shipped out of Ohio by the carload every day. Two or three mills are busy here making miles of bicycle tubing. Others are making forgings, stampings, balls, rims and numerous other manufactured articles in the sundry line. There are in the State, perhaps, one hundred jobbers who have their men on the road selling bicycles and sundries and all of them will tell you that their bicycle department is giving them good returns.

"There will, perhaps, be sold in Columbus during 1905 a thousand bicycles. That many were sold last year, and we look for an increase this year. Here is a fair sample of the bicycle business in Dayton. You will see in front of G. W. Shroyer's store 102 crated bicycles which the transfer company has just unloaded, and Mr. Shroyer says he has five or six hundred more to come.

"Now, in the face of all these facts, I don't believe that the general impression can prevail that the bicycle business is not a good business. Surely, business men don't manufacture stuff they have no market for, and jobbers and retailers are not buying goods they cannot sell.

"Everybody knows the position that the League of American Wheelmen have occupied in the bicycle world during the last five or six years. The Kings County Wheelmen of Brooklyn were a band of the Loyal Old Guard, men well along in years, who have passed from one stage to the other in life, where they have become quiet and settled down to the daily routine of business and the general way of living. The same men, at one time in their life, used to play marbles, fly a kite, row a boat, go hunting and, among numerous other things, ride a bicycle. Simply because some of them have acquitted themselves honorably along the line of sport, and retired, doesn't necessarily imply that they have ruined the bicycle business by so doing. There are thousands and thousands of boys and men who are growing up to that certain age, and when they arrive at it, they will have use for the bicycle because the bicycle is a necessity.

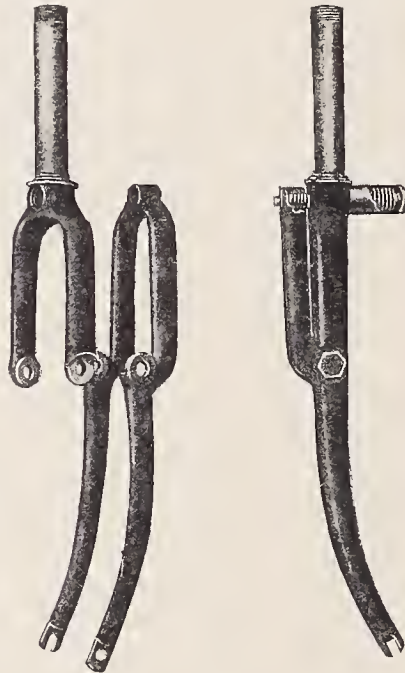
"It's the most convenient vehicle of transportation there is in the business. You can get around quicker with less expense than you can any other way. Your physician will tell you that the exercise given one in riding a bicycle is highly beneficial to general health, and the beauty of it all is that the price is within the reach of all. I would like to add that bicycle dealers are not handling automobiles in order to keep from being forced out of business. Wherever you find a man that is selling bicycles and automobiles, I feel safe in making the assertion that in many cases his bicycle business is holding up the automobile end of his business. I come in contact with these men every day and am in a position to know what they are doing.

"Bicycles will always be in use. They have a commercial value now, and it is on a par with any general line of manufacturing, a good business, in a good, prosperous condition."

How Hendee's New Fork is Made.

That the new cushion fork designed by Oscar Hedstrom, and which will constitute a feature of the 1905 Indian motor bicycle, is a novel creation, the accompanying illustrations will show. It is almost two forks in one, and the fact that it may be quickly made rigid or as quickly adjusted to meet any requirements of road or riders, will cause it to appeal to many men who usually do not view yielding forks with favor.

The adjustment is made by tightening or loosening with a wrench the nut on the forward spring. The spring carried in the small cartridge at the front compresses under the



load, and under concussion the small spring in the back relieves the jar, consequently the forward part of the machine is hung between these two springs, the action being on the two bolts at the hinged joints. By screwing up on the nut on the forward spring any desired tension of the spring can be obtained. This adjustment admits of different tension for the different weight riders, and also a different tension for the condition of the roads in different sections of the country.

The illustrations convey a good idea of the strength of the fork, the coupling of the two parts depending not merely on the bolt, but on shoulders countersunk in each of the fork parts.

Why They List a \$125 Model.

In explanation of the retention in its 1905 line of a model listed at £25 (\$125), the Raleigh Cycle Co. gives some interesting information regarding the construction, finish and equipment of a machine of this class. It starts out by combating the theory that it is impossible to put more work into a bicycle than is represented by \$75 or \$80.

"We believe that there are still many cyclists who are glad to pay for the luxury of having a bicycle in which cost of production has not been studied, where the labor put into the machine and the finish put on it have not been limited, and we, therefore, retain our famous £25 Model Superbas, hav-

ing improved them by building the frame with duplex lower main tubes, which hold the crank bracket rigid and absolutely prevent loss of power under the driving strain, while tubular brake wire covers are used, the cables being run over ball joints, giving beautifully free and smooth action, together with great holding power. The finish is more elaborate and costly than ever, and the accessories included in the price comprise special lamp, bell, gold plated silver name and address plaque, etc., etc., while we give customers wide option as to the fittings of the specialties which they would like included on this machine. We may state candidly that there are other machines in our catalogue which pay us better, but we look upon these high priced bicycles to a certain extent as advertisements; and, furthermore, by keeping such machines in our list and adhering to them in our programme of manufacture we set our work people a very high standard of excellence to copy, and good results are seen all through our works, down to the lowest priced bicycle we make."

Lawson Tells of His "Deeds."

"What has the bicycle industry done for man? Made him the fastest animal alive. What has it done for woman? I won't say it has made her the fastest, but it has improved her pace?" Thus declared Henry John Lawson, the notorious London "promotor," who was tried for swindling, along with Ernest Terah Hooley, and sentenced to a year at hard labor, to an enterprising reporter.

Lawson had a few modest words to say about the part he played in launching the safety bicycle, of which, as is well known, he claims to be the inventor.

"Years after I started the safety bicycle industry," he said, "all we could do was to take the machine up the hill and let it run down again. Then came a telegram from Coventry, and I went there, accompanied by my blacksmith. Well, they hit me on the head with a brick on the first day, and I returned whence I came. But all this bicycle industry had come from this inauspicious start."

Fear Religion May Hurt Business.

Fears are being expressed that the religious "revival" which has a large part of Wales in its grip will injuriously affect the coming cycling season. It is hurting the winter sports now, as the people have no time for such worldly things.

Pope Catalogues First Out.

The first of the 1905 catalogues to put in an appearance are those of the Pope Mfg. Co.'s Western Department. That they handle well their subjects—Ramblers, Imperials, Crescents and Monarchs—goes without saying.

La Chambre Syndicale Suisse de l'Industrie de l'Automobile et du Cycle proposes to hold a cycle and automobile show in Geneva in April next.

CYCLES AT PARIS SHOW

Only Automobiles Were Heralded, but Pedal-Driven Machines Outnumbered Them.

Comparatively few people are aware that the Paris Salon, as the great French automobile exhibition is popularly termed, was originally as much a cycle as an automobile show. Such is the fact, however. This is made plain by its lengthy official title, one little used, which is, l'Exposition Internationale de l'Automobile du Cycle et des Sports. In 1898, when the present salon was started, cycling was in the beginning of the slump period, and the motor vehicle was just on the eve of becoming practical. For years the cycle part of the "salon" overshadowed the automobile exhibits.

The salon which ended on last Christmas Day, the seventh of the series, is generally supposed to have contained very few bicycles. Certainly they made no great show. Yet statistics collected by the indefatigable H. H. Griffin, the English statistician, who has compiled data of shows for years, reveals a remarkable state of affairs. As a matter of fact, there were more than 1,100 bicycles exhibited there—just nineteen less than were in Agricultural Hall, London, when the Stanley show was held in November last.

How these machines were stowed away in deserted nooks, badly staged and shamefully neglected is best told by Griffin himself.

"When I saw comments in various papers upon the paucity of cycles, pedal or gasoline, I smiled a statistical smile, for I, alone, had taken the trouble to count them, and therefore alone knew that 'the small and insignificant number' was very few points behind what was considered a great show at the Stanley," he says.

"However, I can excuse the untrained eye, for the cycles took a deal of finding, being in all sorts of odd places in thirteen or fourteen galleries, in upper galleries mixed up with motor cars, and slung together like so many sacks of corn. Wherever we find unusual excellence, such as lighting and artistic stands, there is bound to be a reverse swing of the pendulum—and faith we got it, with compound interest, in the loose gravel floor, the incivility of the press, the feeding (save for well lined pockets), and in the way the bicycles were lumped together, lying against each other, saddles touching, handle bars overlapping.

"How could any firm expect to awake interest and get orders from such a higgledy-piggledy as nearly all the French firms presented? After cramming as many as possible, it looked as if a fat man had been hired to lean against the row, in hopes of getting in another.

"While counting the cars I thought I might as well take the eyes as I went along, so had my sheets prepared, but reading of the few cycles at last years show (I daresay

there were over 1,000), I did not rule enough sheets, but a surplus from the cars came in handy. One firm, Meyer, showed 40 bicycles; Fils de Peugeot, 36; next door, Liberator, 25; Pope (America), 28; Societe La Francaise, 24; Rochet, 21, and so on. In the grand hall alone there were 731 cycles shown by 46 firms. In the galleries, extra rooms and even down in the riverside section there were others—many others—practically equally the Stanley in the number of cycle exhibits, as the figures below show. Over 1,100 cycles is a big show, and would have proved most effective if confined to a series of galleries instead of being all over the place.

"A marked feature was the scarcity of bicycles for ladies. At the Stanley about one-third of all the bicycles were for ladies; in Paris not 10 per cent, really 1 in 12 was a nearer average.

"Following are the figures:

| Bicycles. | Paris. | Stanley. |
|------------------------|--------|----------|
| Single bicycles..... | 824 | 835 |
| Tandem bicycles..... | 4 | 2 |
| Motor bicycles..... | 240 | 247 |
| Total | 1,068 | 1,084 |
| Tricycles. | Paris | Stanley. |
| Single and others..... | 6 | 16 |
| Carriers* | 16 | 8 |
| Motors | 14 | 15 |
| Total | 36 | 39 |

Grand totals—Paris, 1,104; Stanley, 1,123.

*Ten of these were motors, making Paris 264 motors; Stanley, 262.

Tires as Mud Slingers.

That smooth tread tires should throw more mud than corrugated ones is the remarkable discovery made by a Mr. Last, of the science section of the Victoria and Albert Museum, London. His contention, he says, is based on personal experience. With a smooth tire the mud travels by centrifugal force from the sides to the centre of the tread, whence it flies off into space in one stream. When, however, the tire is ribbed with longitudinal corrugations, these furnish barriers to the travelling of the mud across it, and each ridge becomes a line from which separate and much smaller streams are thrown off. With the large accumulations of mud on the centre of the smooth tire the surface tension of the muddy fluid is readily burst, and its escape from the tire is thus much facilitated. The drops and clots, moreover, are longer and travel further. The smaller accumulations, which form at the several ridges for the opposite reason, break away with more difficulty, for the particles are not so heavy and consequently fall to the ground sooner. This theory accords with the observed fact that the large drops thrown by a smooth tire contrast strongly with the finer spray from one with corrugations.

Mr. Last also seems to think that the suction of the smooth tire has a good deal to say to its mud slinging proclivities.

One British company, the Premier, has taken a stand directly contrary to that of Rudge-Whitworth. It has abandoned direct selling, and to that end has closed all its branch offices in the kingdom, with the exception of the one in London.

INGENUITY IN PEDALS

Novel Creation for which Many Advantages are Claimed—How it Works.

A happy application of the principle of the coaster part of a coaster brake device to a pedal has been made by an Englishman, with the result of minimizing the dead centre and enlarging the radius of the power application in each revolution of the crank. The pedal is being placed on the market, and has been favorably criticised by, among others, Professor Boulden, of University College, Sheffield.

The device is termed a patent lever pedal, and these advantages are claimed for it: More leverage, greater pressure distance, continuous drive throughout, no cessation of pressure when passing dead centres. The invention consists of a free wheel movement in the interior, which will only allow the pedal to spin backward, the forward movement locking and giving extra leverage right to the end of the toe. In the downward stroke, when the pedal spindle is under the dead centre of the bracket axle, there is still four inches pressure distance with this pedal (owing to the locking), which is not lost until the toe is under the bracket axle; consequently the uppermost crank is thrown well past the dead centre before the under crank has relaxed its pressure.

For hilly districts and against head winds the inventors claim that they obtain for the rider that ease which cannot be obtained with change speed gears or any other appliance—that is, there is no dead centre to overcome and no loss of momentum, there being a continuous pedalling pressure throughout.

It will be seen that as the pedal cannot be rotated backward, it is impossible to run the machine backward or even to rotate the cranks backward while the pedal is rigidly held—as when the hand or foot is on it. This would cause some little inconvenience, as the most natural method of running the machine backward, say, for the purpose of getting the pedal in a certain position, as in mounting, is to take hold of the pedal for that purpose. This is a minor objection, however, and in other respects the device looks all right.

Used Hand-Made Balls.

It was the custom of the Humber concern for many years to use in their Beeston product hand made balls. They were made out of the bar, hand tools being used in their production, and 250 balls per man was considered a fair week's work. The balls would sell at sixpence (12 cents) each.

Perhaps the Name Scares the Tacks.

"Antiderapant Hydra" is the name of the latest non-puncturable tire. It has a leather cover, is made in France, and its name is supposed to assist resistance to punctures.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency
Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

Fisk Tires for Motorcycles

OGDEN, UTAH, Jan. 4, 1905.

GENTLEMEN:—About two years ago I purchased an "Indian" Motorcycle which was equipped with "Fisk" tires, and they have given me such good satisfaction that I thought I would let you know how well this tire has worn and the mileage made. I have run since I bought the machine over all kinds of roads 4,750 miles, and to look at the front tire one could not tell it had but a short distance, and looks capable of running several thousand miles more, and what is more remarkable still, it has never been punctured. Whether this could be called a remarkable streak of good luck, or a superior resisting power against punctures I am unable to say. But the facts as above stated are true just the same. If this testimonial will do you any good, you have my permission to publish the same in the "Bicycling World" or any other paper or magazine you see fit.

Yours truly, S. C. HIGGINS.

The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave., Chicago, 52 State Street.

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SPRINGFIELD,
SYRACUSE,

BUFFALO,
DETROIT,
SAN FRANCISCO.

PHILADELPHIA,
ST. LOUIS,
ATLANTA,

OMAHA,
MINNEAPOLIS,
DENVER,

LOS ANGELES,
LONDON,

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NEW YORK, JANUARY 14, 1905

The Influence of Weight.

How many crimes and misdemeanors are properly chargeable to the craze for lightness that set in a dozen years ago is not generally understood even now. It is undeniable that a great deal of good was also accomplished. The featherweight of 1891 was a vastly better and easier running machine than any of its predecessors. And when the reaction came and a few pounds were added in the shape of larger tubing, fork sides and sprocket wheels another long step forward was taken. But in spite of this it cannot be gainsaid that from 1891 on every suggested improvement of the bicycle was submitted to the weight test, and the overwhelming majority of them rejected.

It is not alone the stripped bicycle that we have as a legacy of the strenuous demand for lightness. That did much harm. It deprived cycles of comfort and safety giving devices; among the former may be mentioned spring saddles, large tires, rubber pedals and

nearly all vibration absorbing devices; among the latter adequate and efficient brakes. But these were minor matters, or, at any rate, only of comparatively small importance, inasmuch as many of the deficiencies could have been supplied by the riders had they gone to a little trouble and expense.

It is when we turn to such labor saving devices as the coaster brake and the changeable gear that we are obliged to admit our backwardness—caused almost wholly by our disinclination to add to the weight of the bicycle.

While introduced earlier, it was not until 1899 or 1900 that the coaster brake made any headway. Although evolved as a device entirely distinct from the earlier variable gears, and put forth at a time when the latter were almost unknown, it was undoubtedly a relation and one tolerably near of kin. Had the variable gear found a permanent place in cycle construction by that time, as it should have done, there is a strong probability that the inventive minds that produced one would also have brought forth the other, and the cycling world would have had placed at its disposal an invention of great merit at a time when it was most in need of a filip. But this was not to be, and not until cycling as a popular pastime had passed away did it make its appearance.

It is a great pity that it happened thus. The present changeable gears are, of course, only variations of the planetary gears—sun and planet, to give them the old name—in use on both bicycles and tricycles at various times since 1880. There never was any reason why they could not be applied to any bicycle. The geared ordinary of the early 90's had them, and an American gear changing device was marketed a few years later and found its way on quite a number of machines. It worked well, and those who used it were loud in their praise; but its weight, cost and the fact that it added a long rod, a lever and other parts were all against it, and it dropped out of sight.

We are now really beginning with variable gears where we might have started a decade or a decade and a half ago. Within the next few years we shall probably make rapid progress, and make up for considerable of the lost time.

Protection from Mud.

The ups and downs of mud guards on bicycles have been many, and thus history presents some curious features. In the high wheel days mud guards were non est. Most machines did have a guard of steel wire at-

tached to the steering head and turning with the big front wheel. But it was designed merely to keep the breeches of the rider from contact with the wheel. It is true, too, that the backbone served as a substitute for a mud guard. It caught a great deal of the mud thrown up by the big wheel, and that is one of the chief reasons no guard was fitted; it would have been extremely difficult to attach one, which was another reason.

With the safety, guards are inseparably connected. From the beginning they were fitted not only with front and rear wheel but also with chain guards. This was in the solid tire period. When the air tire came in, guards were still fitted, in spite of the greater difficulty of fitting them and their increased weight. But when the light weight propaganda began guards made their exit. First the chain protectors were dropped, then those for the wheels. Since 1892 or 1893 cycles have been, to all intents and purposes, innocent of guards of any kind, thus reverting to the condition prevalent in the high wheel era.

There probably never will be a time when riders as a class will use guards. To carry them always would be as bad as to go about on sunshiny days with an umbrella. Still, there are times when guards are useful, and there seems to have been a slight increase in their use during the last few years. Whether it will continue to increase is problematical. At most, it can only be a kind of guard that is quickly detachable or attachable and not too heavy.

Nailing a Calumny.

If there were a few more travelling men like H. G. Moore, both dealers and the travellers themselves would find their ways much easier. When calumnies are spread, the time to hit them, as we have repeatedly urged, is when they appear, and the way to hit them is in print. Mr. Moore evidently appreciates the force of the urging, and his contribution, published in another column, may well serve as an example for travelling men and dealers everywhere. They should similarly fight back whenever their business is attacked.

There is one particular point which Mr. Moore makes that deserves to be burned in the brains of many of those in the cycle trade who are fairly consumed with the idea that all is roses in the automobile trade. His remarks in this connection are worth quoting:

"Wherever you find a man who is selling bicycles and automobiles, I feel safe in making the assertion that in many cases his bicycle business is holding up the automobile

end of his institution. I come in contact with these men every day, and am in a position to know what they are doing."

If this one fact could be indelibly impressed on the bicycle trade, the result would probably be that more attention would be paid to bicycles, and their sale be increased correspondingly.

It is so easy to prattle of the "passing of the bicycle" that such calumnies as those which Mr. Moore nailed so effectively will doubtless continue to appear. The automobile looms so large that the bicycle is partially eclipsed, but that the bicycle has not "passed," and is in no danger of "passing," is shown by the enumeration of the vehicles recently displayed at the Paris Salon—and Paris is usually termed "the home of the automobile." At that exhibition there were more than 1,000 bicycles displayed, far outnumbering the automobiles in evidence. But, as usual nowadays, the newspapers sung loud of automobiles and low, or not at all, of bicycles.

Criticism of the Bigoted Sort.

"I cannot say that I regard any of the hub brakes as satisfactory; they came from America, and very little that has been useful in cycle construction has been invented in that country. In fact, the very name, 'Coaster,' given to this class of hub indicates the design as purely Yankee." Thus remarks C. W. Brown, in a characteristic article in the C. T. C. Gazette. For the sake of "knocking" an American device, he slings mud at the English makers, who, awakening to a tardy realization of a good thing, are evincing a growing fondness for hub-contained brakes. But this is scarcely surprising, for there are very few concerns or devices that Brown has not gone out of his way to "knock." Brown's criticism is of the bigoted sort that always does more harm than good.

"Pneumatic Tires Doomed."

Yellow journalism seems to have a portion of the British press in its grasp, and the above, which formed the caption of an article on spring wheels, is the result of one of its throes. 'Tis true, only too true, that the pneumatic tire is doomed—to puncture or dissolution at some period in its career, but it is greatly to be feared that until an efficient substitute which promises an equivalent of comfort and greater durability for the same outlay appears on the horizon, the pneumatic will remain a long way from oblivion.

Favors the Racing League.

Editor of the Bicycling World:

With reference to the formation of an Amateur Racing League along the lines suggested in the December 24 issue of Bicycling World, such an alliance would unquestionably benefit and promote cycling in general, and racing in particular. Strenuous measures are absolutely necessary if cycle racing is to be awakened from the slough of despond into which it seems to have unfortunately wandered, and any movement tending to accomplish such a reaction as proposed should strongly appeal to cyclists, collectively and individually. The project suggested is feasible, pertinent, and invites the co-operation of every one genuinely interested in the preservation and encouragement of amateur racing. New York and vicinity is liberally supplied with progressive and ambitious cycle clubs—the Prospects, Americans, Merricks, Helvetias and Spartans, in addition to those already enumerated—so that the proper presentation of such a project would undoubtedly meet with instant and substantial support and furnish the nucleus for an initial organization.

The scope and possibilities of such a league, the opportunity for the mutual exchange of good fellowship and friendly rivalry resulting thereby and the invigorating effect it would exercise on the present almost stagnant condition of cycle racing, should commend it favorably to every lover of the sport. As an officer of the recently consolidated Eagle and Roy Wheelmen, I have no hesitation in asserting that the newly organized Spartan Athletic Club will combine for the proper support of such an association and lend every endeavor to its advancement. A preliminary meeting of representatives from the various local clubs interested for the purpose of reaching a mutual understanding would probably produce the desired results. The system of scoring proposed could be amended or adopted as circumstances warranted, but discrimination between scratch and handicap events should not be allowed for the very good reason given, unless an equitable modification could be arranged. The best performances recorded each week by each club would probably be more satisfactory than the limited performances of some particular individual.

The writer would suggest that each member of the league be entitled to three returns each week, such returns to comprise the best performances made by any three men not previously determined upon. Thus every cyclist would have an equal opportunity to compete for first, second and third place in the racing honors of his particular club, and the relative standing of the local champions resulting thereby could in turn be scheduled weekly, with the standing of the club members of the league, thus creating, in addition to the champion league member, an all around individual champion. Therefore one member of the league, collectively, might score first honors, but fail individually, while

another member, lacking in collective talent, might carry off individual honors.

The scheme is subject to many ramifications, but such a condition is favorable rather than otherwise, and, as the formation of such a league would revive and stimulate a fast declining sport, I earnestly hope that its agitation will result in the establishment of the union it proposes. Published statements expressing the sentiments of the different clubs likely to become interested would place the matter in a definite light for adoption or rejection.

GEO. A. ORMEROD, New York City.

Disagrees with La Rue.

Editor of the Bicycling World:

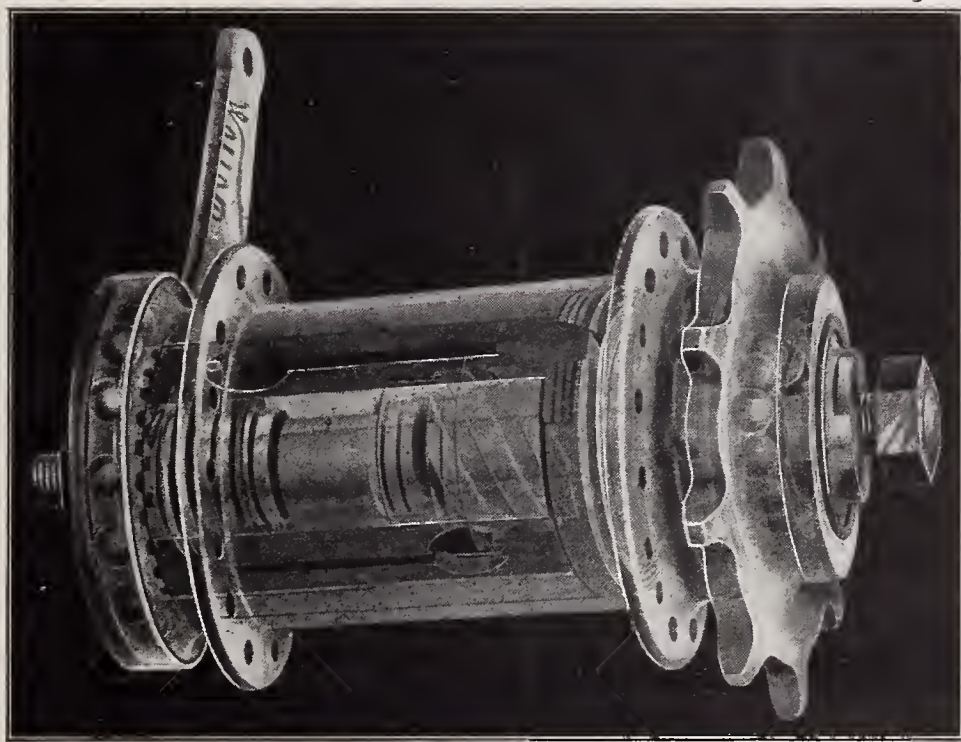
It appears to me that Mr. Charles La Rue's letter on two-speed gears in your issue of December 17 last is rather misleading. He would have us believe that our low gear should be not lower than 5 or 10 inches below the gear of the average rider, or riders, in whose company we happen to be. Now, this is absurd. Does it follow that because Mr. La Rue's friend uses a single-g geared machine of, say, 84 inches, that Mr. La Rue's low gear should be 74 or 79, in order that he (Mr. La Rue) should not be left hopelessly in the rear. If that be the case, where does the advantage of the two-speed come in?

We will suppose that our gear on a single-g geared machine is 75. This we find rather high for stiff hills, and hardly high enough for down grades and levels. When we order a two-speed, we specify, say, 65 and 85. We now have a nice gear for surmounting hills, and a sufficiently high gear for use under advantageous conditions. Now, suppose Mr. La Rue's machine was a 65 and 85 combination, and his friend's single gear of 84, what would be the result when they came to a hill? If I mistake not, Mr. La Rue would put on his low gear and climb the hill easily, even if his feet did go round a little faster; while his friend would have to work hard and would reach the summit pretty well "pumped," whereas Mr. La Rue would arrive at the summit feeling little the worse. The idea of speed gears is to increase the ease and comfort of bicycling, and this they undoubtedly do if chosen to suit the local conditions and strength of the rider. When one is tied down to a single-g geared machine, it is at best a compromise, as a 65 would (for male riders) be too low, and an 85, in most cases, too high. Therefore, the best compromise would probably be about 75.

I think if Mr. La Rue would choose his gears to suit his own strength, and not require his low gear so absurdly high, and also, if he would use his gears judiciously and not be so awfully particular about reaching the top of the hills in front or neck and neck with his probably stronger companions, he would change his present views on two-speed gears and would recognize them as one of the best recent improvements of comfortable cycling under all conditions of gradient.

W. A. THORBURN, St. John's, N. B.

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CHAMPION OF BELGIUM



SR. FREDERICO ARREDONDO
MEXICAN ROAD CHAMPION

A FEW TRACK AND ROAD
CHAMPIONS
WHO USE
THE RACYCLE.



M. SUNADA-'03. T. ASHI-'02. S. HAYASHI-'01.
JAPANESE RACING CHAMPIONS
OF 1901-1902-1903.

TRIALS

FRANK ROBBINS
L.A.W. CHAMPION



HENRY H. WHEELER — PACIFIC COAST
LONG DISTANCE CHAMPION.

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THE ADOPTION OF THE RACYCLE BY THE POLICE IN
THE VARIOUS CITIES OF THE UNITED STATES IS CONVINCING
PROOF OF ITS SPEEDINESS & DURABILITY.

THE PROOF

OF THE

PUDDING

IS IN

THE

EATING

WHY HE IS "JOLLY GLAD"

Unknowingly Obtained a Coaster Brake and Now no "Free Wheel" for Him.

Incredible as it may seem, it is, nevertheless, a fact that coaster brakes are practically unknown to the majority of English riders, or were until a year or two ago. When "free wheels" first came out in England in 1901, they were received reluctantly for a year, as many who tried them did not relish the change from the old type. To understand the antipathy for the English innovation a British rider now in this country was asked for a reason. "Reason?" said he. "Well, yes, I can give you a practical illustration why the coaster-brake has not been used much in England. You see, I have an American bicycle, equipped with a coaster brake. It has been very much admired by many friends, and wonder has been expressed at the effectiveness of the brake, of which I have, in riding with Englishmen, given many illustrations."

"Well, I should think your friends would have followed your example," was suggested.

"That is just what I was going to tell you, and it will show you how an unfinished imitation has tended to spoil the results of the real idea, as well as the imitation. A friend of mine, an English clergyman, saw my machine on several occasions, and noticed the facile control I had over it and the comfort I experienced in descending hills. The name 'coaster brake' was not known. Even I, when asked the type of gear, applied the English term 'free wheel.' After much deliberation my old friend decided to buy a machine after the style of my own. Personally, I had not given the other machines any attention, thinking that they were all similar to mine, so that when my friend asked me what it was called, I answered 'free wheel.'

"Some time afterward I saw my clerical friend riding an ordinary kind of bicycle, with the rim brake in vogue in my country. He looked at me in a disappointed way, and told me that 'free wheels' were all right for young men, perhaps, but not for him.

"It came out that the machine he bought was literally a 'free wheel' perpetually. When he back pedalled the old gentleman's legs went round and round in the wrong direction, and when he sought to apply the brake as he had seen me apply mine he sustained a nasty fall.

"It of course disgusted him with 'free wheels.' How many more there are like him I can't say, but there must be a number. Perhaps I haven't given the reason you sought, but it is because on thinking it over I can't find one. All I can say is that I'm jolly glad I stumbled on the coaster brake, and am sorry for the fellows who pin their faith to 'free wheels.' They must do so because they do not know the real difference between the two devices."

Motor Postmen in Berlin.

After long and thorough tests of the capabilities of the motor tricycle as an aid in facilitating the local transit of mail to and from railway stations and offices, Berlin has recently decided to adopt a motor service of this kind.

Thirty substantial motor tricycles, designed especially for this purpose, were built, the first ones being placed in daily service toward the close of last year. They are equipped with a 4 horsepower water cooled motor, the radiator, of semi-cylindrical form, being placed on the frame directly over the front wheel. Wheel steering is employed, and a large and comfortable seat is provided for the chauffeur. The motor is situated directly beneath him, so that everything is within easy reach, and as practically all the adjustments necessary with the exception of the ignition advance and retard lever, located on the steering wheel, pedal controlled, he has little to do but watch the road. A closed box capable of accommodating several of the usually bulky mail sacks is located over the drivers.

The outcome of the project is awaited with considerable interest in the German capital, and should its results, under the adverse conditions of everyday use, equal those brought out by the trials, it is anticipated that the service will be considerably extended in the near future.

Motor Tricycles in Toronto.

It is not generally known that Toronto is probably the only city in this hemisphere that has attained to the dignity of a motor postal service, used to a large extent for purposes of collecting from the street boxes.

The motive power consists of tricycles of the pattern antedating the application of the gasoline engine in this form, and to all appearances of not much heavier construction, despite the addition of a large red box for holding the collections and the motor. The latter is of the air cooled type, of about 2-3 horsepower, and with its aid the postman makes excellent time on his rounds. The sight of the latter "chug-chugging" around town at a rapid pace came to be such a matter of every day life that in a short time this modern innovation no longer aroused any comment.

Here's a Real Mileage Record.

It is doubtful if any cyclist can equal the record for continuous riding claimed by Harold Freeman, an Englishman. Beginning in 1877, he has cycled consistently ever since, and his mileage totals the enormous number of 172,790 miles. Of this 156,759 miles was ridden on one make of machine.

Cycles Now Exempt in Wisconsin.

Cyclists in Wisconsin will not have to pay taxes on their machines this year owing to a law which went into effect January 1. The law was passed at the last session of the State Legislature, and it removed bicycles from the list of taxable personal property.

BICYCLES FOR AUTOISTS

Frenchman Devises One to be Carried in the Car for Emergencies.

Most people hold that the automobile has had an adverse influence on the use of the bicycle. From Paris, however, comes the story of a portable bicycle that owes its "invention" to the vogue of the motor vehicle. In this case the cycle is a tail to the automobile kite, designed to be carried in the car so that in case the latter becomes en panne from any cause the bicycle can be utilized to carry the driver to his destination. What becomes of the other passenger is not stated; perhaps a bicycle is carried for each one.

M. Prudor is the name of this distrustful motorist, and he has been granted a patent on his invention. According to the patent specification, the latter is "an emergency bicycle, to be carried by and used in connection with motor cars, so that if the car should break down or meet with an accident the chauffeur can leave it on the roadside and proceed to the nearest village where he can get assistance or telegraph or take any necessary steps. The bicycle is such that it can be collapsed or folded, and will then occupy by a very small space, under the seat or in the mud guard baskets. Four of these bicycles can be carried in the mud guard baskets of an ordinary car" (presumably to allow all the crew of the car to escape). "Notwithstanding its small dimensions, the bicycle has the power" (?) "of a bicycle of current pattern, and the cyclist rides it in the usual position."

Two illustrations are given, one showing the machine in its collapsed position and the other expanded ready for a bold man to ride. The frame consists of four tubes, crossed and joined about the centre, so that they are free to be collapsed. The extremities of these tubes are connected by wires. Those in the forward end of the bicycle are connected at one end of two projecting pins on the steering fork, and at the other to each side of the handle bar. Thus when the handle bar is moved, the wheel will move with it—perhaps. The inventor suggests that these steering cords add lateral rigidity to the machine.

Massachusetts May Require Two Lamps.

According to the provisions of a law which has been drafted for presentation to the Massachusetts Legislature, all vehicles may have to carry lights after dark. The objectionable feature of the measure is that it will require, if it becomes a law, all cyclists to carry lights which shall be visible 300 feet in front and in the rear of the machine, which would make it necessary for any one riding at night to provide two lamps on their machine. The measure includes every vehicle propelled by muscular power, carriage and bicycle in its provisions, and stipulates that the lights must be carried from an hour after sunset until an hour before sunrise.

Good Going in Buffalo Armory.

R. J. Hoover won the deciding heat of the pursuit race, one of the two bicycle events which were run in connection with the games of the Sixty-fifth Regiment A. A. at Buffalo on January 6 and made a new local record for five miles indoors. He rode the distance in 13:49 3-5, the former record of 13:54 being to the credit of Ray Duer. There were eight starters in the pursuit race. Two men were matched against each other in the trial heats, the victors then meeting in two semi-finals to decide the starters in the final. This event replaced the usual five-mile open, and proved to be the most popular contest of the evening with the spectators. All of the heats were won on their merits except the third, in which Gurney Schue fell during the thirteenth lap. In the heats the limit was two miles, but the final was unlimited. Alfred Mercer, of the Sixty-fifth Regiment, was Hoover's opponent, and he was not overtaken until the winner had ridden five miles and one lap.

The two-mile handicap had twenty-four starters, divided into three heats. Gurney Schue, of the Ramblers' Bicycle Club, finished second to T. J. Hanks (145 yards) in the second trial heat, and the pair had a great struggle in the final. Schue, at 20 yards, was the virtual scratch man in the deciding heat, and just managed to defeat Hanks. The finish was so close that until the result was announced many of the spectators thought Hanks had defeated the little Ramblerite. Summaries:

Two-mile, handicap. First, second and third in each heat to qualify for final.

Final heat—Won by Gurney Schue, Ramblers; T. J. Hanks, Manhattans, second; Alfred Mercer, Sixty-fifth Regiment A. A., third. Time—5:13 1-5. Also ran—R. S. Lewis, Ramblers; R. J. Hoover, Ardells; J. C. Baker, Ramblers; H. Hennessey, Ramblers; Joseph Nagel, Ramblers; Charles McCracken, Ramblers.

Special pursuit race, limit of two miles; winners of each heat to qualify for semi-final

First semi-final—Won by Alfred Mercer, Sixty-fifth Regiment A. A. Time—5:24 1-5. Also ran—A. W. Holmes, Ardells. Second semi-final heat—Won by R. J. Hoover. Time—5:25. Also ran—Fred Schudt, unattached.

Final heat, unlimited—Won by R. J. Hoover, Ardells. Distance, five miles and one lap. Time—13:49 3-5. Also competed—Alfred Mercer, Sixty-fifth Regiment A. A.

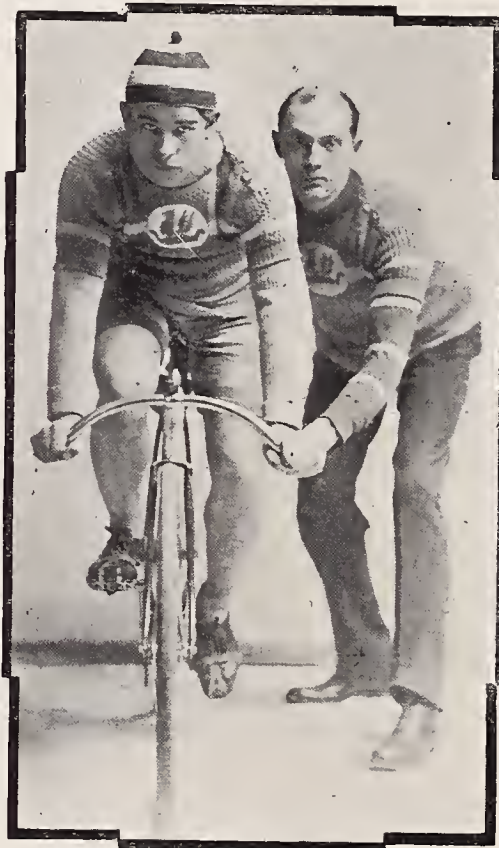
How Covina Will Celebrate.

Covina, California, is to have a ten-mile road race on Washington's Birthday, and already sixty entries are assured. The course is over the splendid roads running about Azusa, Glendora and Covina. In addition to the road contest, sprint races will be held over a straightaway course, as well as a ten-mile motorcycle contest.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

Springfield's Speedy 17-Year-Old.

About the only amateur racing cyclist in the Middle West last season who "loomed large enough on the horizon" to attract any attention outside his own bailiwick was J. Nash McCrea, of Springfield, Ill. As can be seen from the accompanying picture, he is a "husky chap" in the vernacular of his neighborhood, even if he is only seventeen years old. He holds the amateur one mile and quarter-mile championships of Central Illinois, and is also the amateur half-mile champion of the State of Missouri. Last year he competed in fifty-two road and track contests and won twenty-six of them. In ten of the races he finished second, and was unable to finish in six others by reason of punctures or falls.



J. NASH McCREA.

McCrea is an enthusiastic youth so far as cycle racing is concerned, and is trying to arrange a circuit of race meets for next summer at the county fairs in Illinois and neighboring States. With the support of his father, who is a dealer in Springfield, he is working on a plan to hold races every other week in some of the Central Illinois towns during the summer. He raced at the St. Louis Exposition the week the national amateur championships were run, but did not figure in any of the finals. He showed that he possessed some speed, but was no match in track generalship for the more seasoned campaigners from the East.

He also had a bad habit of riding "all over the track," which caused one of the Eastern amateurs to make a few unkind remarks to the Springfield youngster on the last day of the races on the flat Stadium track. "Say," said the Easterner, "why don't you go get a track of your own to ride on, and not be bothering us?" McCrea rides a Racycle racer in his search for fame and prizes,

and thinks his mount is the "best ever." His partiality for the Racycle was the cause of some amusement for the officials and chagrin for the racing men one day at St. Louis. He had one of his tires punctured just before the start of a heat of one of the amateur events, and some one offered to lend him another machine to ride. McCrea was thankful, but did not accept the offer, as he said he must have a Racycle, as it was the fastest machine on the market. So the heat was held up while a trainer scurried around and borrowed a wheel from another Racycle rider to put into McCrea's frame.

The earnest faced young man who is supporting McCrea in the picture is A. J. Mester, a fellow townsman of McCrea's. Mester holds the five-mile championship of Central Illinois, and has been one of the best road racing cyclists of his neighborhood. In fact, before McCrea had attained the dignity of being a scratch man in road races Mester was accorded that honor. In an eight-mile road race at Bloomington, Ill., last Decoration Day, Mester finished in thirteenth place from scratch, while McCrea was seventh from the one-minute mark. Mester was so badly injured in another eight-mile race at Bloomington on June 16, in which both he and McCrea were scratch men, that he was forced to abandon racing for the balance of the season.

Fist Fight Follows a Fall.

Two of the contestants enlivened the proceedings with an impromptu fist fight in the two-mile handicap, which was run in connection with the games of the St. Bartholomew Athlete Club last Saturday night in New York. The contests were run off in the Eighth Regiment Armory, and the fracas occurred in the second trial heat. George G. Cameron, jr., who started from the 40-yard mark, had been slowly overhauling his seven opponents, when in passing W. Van den Dries, of the Tiger Wheelmen and Company A, of the Twenty-second Regiment, Cameron's bicycle slipped, and in falling he struck Van den Dries, throwing him also. As soon as he could regain his feet, Cameron rushed over to Van den Dries and punched the latter in the face. Before the latter had much chance to recover from his surprise and fight back, the belligerents were separated by track officials.

Summary: Two-mile, handicap. First heat—Won by Joseph Arculeo, Company G, Twelfth Regiment (120 yards); E. Bosterling, Eighth Regiment (100 yards), second; O. J. Devine, Company M, Thirteenth Regiment (100 yards), third. Time—5:54. Second heat—Won by Charles Weber, Company G, Twelfth Regiment (60 yards); Everett Ott, Twenty-second Regiment (60 yards), second; Charles Jacob, Company K, Eighth Regiment (120 yards), third. Time—5:03 2-5.

Final heat—Won by Joseph Arculeo, Company G, Twelfth Regiment (120 yards); H. F. Cranston, Forty-seventh Regiment (80 yards), second; Everett Ott, Twenty-second Regiment (60 yards), third. Time—4:56.

ON PRINCE'S TRACK AT TROY

Mayor and Military Men Grace the Opening—Bad Accident on Second Night.

Mayor Hogan of Troy, N. Y., fired the starting pistol for the opening contest in the six days of racing which began under Jack Prince's direction in the Troy Armory last Monday night. The opening night's events attracted two thousand spectators, among whom were Brigadier General James H. Lloyd, Major Gaus, Major Bedell and Major Treanor, of the Third Brigade staff, and Colonel Lester and several officers of the 2d Regiment. Prince had the same motor paced riders who raced at Buffalo the week beginning December 19, except that Walter Bardgett took the place of Hardy Downing, of Los Angeles. Instead of running a one-mile handicap for the amateurs every night, as he did at Buffalo, Prince instituted at Troy a three hours' race for the "pures," thirty minutes of which was to be contested every night. The track is twelve laps to the mile, and very steeply banked on the turns.

Nat Butler met Charles Turville in the first of the motor paced matches, the distance being five miles. William F. Saunders paced Butler and Fred White paced Turville. The race was very even up to the last mile, when Butler pulled away and won by a narrow margin. Gussie Lawson and Bardgett met in a three-mile paced match, in which Bardgett had all the better of the argument at first. Lawson stuck to his task, however, and managed to pass his opponent just before the end of the race. Frank J. Cadwell and Louis E. Mettling met in the last paced race, at seven miles. Cadwell gained a lap on Mettling just after the third mile was finished. In his efforts to make up the lost ground Mettling lost his pace, and Cadwell rode the last mile alone. The starters in the amateur grind were Fred Ernst, Rochester; George Wiley and B. La Voice, Syracuse; William J. Simms and Arthur Heins, New York City; Fred Lathwood and John Coleman, Troy, and Fred W. Ladd, Salem, the latter bearing the proud title of champion of Northern New York. The distance covered the first night was twelve miles and two laps, and Fred Ernst led at the finish. Wiley was but a few feet back of the winner, and he in turn was closely pressed by his fellow townsman, La Voice.

Tuesday night's races were marred by a bad accident, in which Mettling had one of his shoulder blades either broken or badly dislocated. The accident occurred within three laps of the end of the four-mile paced match between Mettling and Turville. The race was a pursuit contest, and White paced Turville, with Saunders steering the machine which Mettling followed. Mettling had gained the half lap needed to bring him to Turville's side, and then gradually pulled to the front of his opponent. Mettling was

about twenty feet ahead of the opposing pacemaker when his rear wheel collapsed and he was thrown to the track. As he rolled down the bank White's machine struck him on the shoulder, and White and Turville fell over Mettling. Turville escaped without a scratch, but both White and Mettling required the services of a physician.

The first event of the evening was the three-mile paced race between Cadwell and Bardgett. Cadwell gained gradually from the start and won by nearly half a lap. The amateur champion of Northern New York did not appear to compete in the amateur grind of the second night. Ernst led at the end of the second half hour's riding, during which eleven and one-half miles were covered. La

Lawson in a three-mile paced pursuit race, averaging 1:31 1-5 for each mile.

In the amateur grind eleven miles and two laps were ridden. George Wiley led for almost the entire last half mile, but Ernst out-sprinted him at the finish and led over the tape by a yard. La Voice was third and Simms was fourth. Heins, of New York City, and Lathwood, of Troy, each lost five laps, but the Trojan kept the fifth place. The concluding event on the programme was a mile pursuit race on motorcycles between Charles Turville and William F. Saunders. Saunders won in the very fast time of 1:21 2-5. Summaries:

FIRST NIGHT—MONDAY.

Five-mile motor paced match between Nat Butler, Boston, and Charles Turville, Philadelphia—Won by Butler. Time, 8:22.

Three-mile motor paced match between Gussie Lawson, Buffalo, and Walter Bardgett, Buffalo—Won by Lawson. Time, 4:32.

Seven-mile motor paced match between Frank J. Cadwell, Hartford, and Louis E. Mettling, Lowell—Won by Cadwell. Time, 11:15.

First half hour of amateur three-hour race (thirty minutes each night)—Score for first night, 12 miles 2 laps. Fred Ernst, Rochester, first; George Wiley, Syracuse, second; B. La Voice, Syracuse, third. Also ran, Fred W. Ladd, Salem; William J. Simms and Arthur Heins, New York City; Fred Lathwood and John Coleman, Troy.

SECOND NIGHT—TUESDAY.

Three-mile motor paced match between Gussie Lawson, Buffalo, and Frank J. Cadwell, Hartford—Won by Cadwell. Time, 4:32 2-5.

Pursuit race between Nat Butler, Boston, and Walter Bardgett, Buffalo—Won by Bardgett in five laps. Time not taken.

One-mile motor paced exhibition—Nat Butler, Boston. Time, 1:32 1-5.

Second half hour of amateur three-hour race (thirty minutes each night)—Night's score, 11 miles 6 laps; total score, 23 miles 8 laps. Fred Ernst, Rochester, first; B. La Voice, Syracuse, second; George Wiley, Syracuse, third; Arthur Heins, New York, fourth; Fred Lathwood, Troy, fifth. Also ran, William J. Simms, New York.

THIRD NIGHT—WEDNESDAY.

Three-mile motor paced match between Nat Butler, Boston, and Gussie Lawson, Buffalo—Won by Butler. Time, 4:30 3-5.

Five-mile motor paced match between Frank J. Cadwell, Hartford, and Walter Bardgett, Buffalo—Won by Cadwell. Time, 8:05 3-5.

One-mile motorcycle pursuit race between William F. Saunders, Boston and Charles Turville, Philadelphia—Won by Saunders. Time, 1:21 2-5.

Third half hour of amateur three-hour race (thirty minutes each night)—Night's score, 11 miles 2 laps; total score, 34 miles 10 laps. Fred Ernst, Rochester, first; George Wiley, Syracuse, second; B. La Voice, Syracuse, third; William J. Simms, New York City, fourth; Fred Lathwood, Troy, fifth; Arthur Heins, New York City, sixth.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Voice led Wiley over the tape for second place, and Heins and Lathwood followed them in the order named. Simms fell while there was still eight minutes left to ride, but did not remount. Owing to the accident to White and his motor, the paced match between Butler and Bardgett was called off and an unpaced pursuit race substituted. Bardgett overhauled his opponent in five laps. Butler had ridden a one-mile motor paced exhibition in 1:32 1-5 just before he raced Bardgett, which might account for the easy victory of the Buffalo rider.

The feature of the Wednesday night racing was Cadwell's riding five miles in 8:05 3-5 in his paced match against Bardgett. The best previous record for five miles on the Prince circuit had been 8:07 1-5, made by Mettling on the third night at Buffalo in his match against Turville. White had sufficiently recovered from the injuries he had sustained the night before to act as pacemaker for Cadwell, though his right eye was closed. The pair had been on almost even terms up to three and one-half miles, when one of Bardgett's tires gave out and Cadwell finished alone. Butler defeated Gussie

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Gentlemen:—In September of this year I bought one of your two-speed gear Columbia Bicycles, and to say that I like it doesn't begin to express what I want to say. I am an old Bieycle rider, past 61 years, and have been riding bicycles for 18 years, and have ridden almost every make of the fine grades, but must say that I never had the pleasure in bieycle riding in all that time that I do now with your wheel. The high hills have no dread for me as formerly, for in climbing them I do it without fatigue, and the coasting is simply perfect.

I have ridden my new wheel over eight hundred miles without any oiling or repairs of any kind. If some of the old bicycle riders who are now on the shelf knew what they are missing in not having one of your two-speed gears, they would not be without one a day.

I remain, yours truly,

(Signed) J. E. PANCOAST.

BICYCLES

CLAIMS FOR FIRST CENTURY

Despite Disadvantage in Time, Californian by Faster Work Beats New Yorker.

Claims for the honor of riding the first century of the year are now coming in. Paradoxical as it may seem at first, it would appear that the honors for 1905 are held by a Californian, despite the fact that the sun does not shine on the Pacific Coast until a full three hours after it has attracted the attention of wakeful people on the Atlantic seaboard. Though Harry Hall, of the Century Road Club of America, completed the first 100 miles roundabout New York at 9:05 a. m. on Sunday morning, January 1, another rider, W. C. Waibel, of the Garden City Wheelmen, of San José, Cal., had finished a century ride 1 hour and 4 minutes sooner. Waibel started just at midnight, which corresponds to 3 a. m. in New-York City, and finished the 100 miles in 5 hours and 1 minute. He also broke the Pacific Coast record for the distance by two minutes, the former record having been held by a member of the Sacramento Wheelmen, who established it in 1900.

Hall started on his ride at 12:01 a. m. from Bedford Rest in the midnight race of the Century Road Club of America to Coney Island and return. From Bedford Rest he went to Valley Stream, to Hicksville; and back to Valley Stream, to Baldwin, and finished at Bedford Rest at 9:05 a. m. While riding through the ice and snow at Valley Stream he had a bad fall, and broke several spokes in his front wheel. He kept on until one of his tires was punctured near Hicksville. He walked to the latter place, and borrowed a machine on which he finished without further trouble. When Hall arrived at Bedford Rest he was covered with frozen mud from head to foot. Last year he was also the first to complete a century in the vicinity of New-York.

Three members of the New Jersey Division of the C. R. C. of America also made century runs in the early hours of the New Year, though they were much longer making the distance than Hall. The riders were Harry Early, of Jersey City, and Emil Leuly and Henry Fischer, of West Hoboken. The trio started at 1:40 a. m. for Valley Stream on the first sixteen miles of their journey. They were stopped several times by deep snow-drifts, through which they had to walk, and tried to get some hot coffee at Valley Stream, but could not waken the hotelkeeper. Hicksville, twenty-one miles away, was their next stopping place, and they reached there at 5:30 a. m. Here they were forced to wait three hours before they could get breakfast. They encountered many places where the water was three or four inches deep on the roads, and were well soaked in consequence. The sun had melted the snow and ice so much that in the last fifty miles there was

hardly a dry stretch of road to be found. They finished their self-imposed tasks at 2:20 p. m.

Odd Tie in Motorcycle Election.

On the occasion of the annual election of the New York Motorcycle Club on Wednesday night, M. E. Toepel had the rare experience of being tied on the same ballot for two different positions. There were two tickets in the field, the regular, headed by Toepel, and the independent, by Roland Douglas, who was a member of the nominating that named his opponent. On the independent ticket Toepel, who did not play politics, was slated as one of four directors. The counting of the ballots disclosed a tie vote for both positions. On the second ballot Douglas won by a margin of two votes, and R. G. Betts, who was elected a director against his will, declining the office, Toepel was then chosen to fill the vacancy. In addition to Douglas, the new officers are as follows: Vice-president, D. Bruce-Brown; secretary, F. W. Horenburger; treasurer, P. J. Lahm; captain, A. J. Bendix; first lieutenant, J. F. McLaughlin; second lieutenant, H. Jehle; directors, C. W. Nason, W. H. Hale, George P. Jenkins and M. E. Toepel. The result of the election represents an almost complete turn over of officials.

Their Australian Trip a Failure.

Since Elligard and Rutt have been in Australia they have not cleared up more than \$50 in prizes. The chief reason given for their fiasco is not the ocean trip, but the antipathy existing in that land to "loafing" in a race, of which art both the Dane and the German are exponents.

In Australia there is no "loafing." The races begin at the crack of the gun, and the slowest lap is more likely to be the last than the first. In this manner the inhabitants of the land of Kangaroos have proved themselves iconoclasts, as Elligard and Rutt are going to make for home on the first opportunity. They have not proved drawing cards.

Root Goes and Gets Married.

Though doubtless the news will come as a sad shock to those susceptible members of the fair sex who sent him fervid notes on scented stationery during and after the six day race, still it must be told—E. F. Root was married week before last. With that reluctance to make his private affairs public which is shown by so many present day celebrities, the six-day race winner delayed making any announcement of his wedding until this week, when he confided in the *Bicycling World*. The lady's name had been Miss F. Burns.

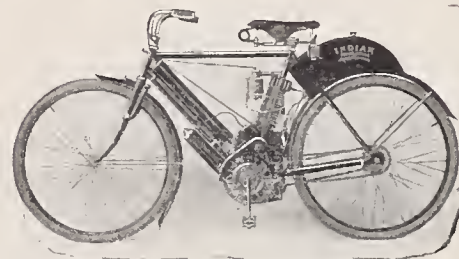
Walthour Seeks Honor that Will be Empty.

Despite the fact that he is under a year's suspension by the National Cycling Association, Walthour is making preparations to try for the mile straightaway record on Ormond Beach behind an automobile, according to advices from Atlanta. Even if he should succeed in bettering Murphy's record of 57.45 seconds, it is difficult to understand what good it would do him, for it would not be accepted by the National Cycling Association.

At the New York Auto Show

next week the

INDIAN



will be about all there is for motorcyclists or probable motorcyclists to see, or at least to spend much time in inspecting.

It is

The Only Motor Bicycle

that incorporates any innovations or developments worthy of those terms.

The Double Grip Control, The Adjustable Cushion Fork,

and the several other new INDIAN features make for the comfort and safety of motorcyclists and the advancement of motor-cycling.

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Cycling in a London Fog.

Many are the stories told of London's fogs, and while the reality is such that no embellishment is necessary to exaggerate it, some of the tales must keep the recording angel on the jump.

One of the latest is embodied in a weather report comparing London's recent experience with the clear and balmy atmosphere of the Emerald Isle, and reaches America through the Irish Cyclist. Hear it:

"The weather in Great Britain was simply awful, fierce snowstorms following hard in the wake of vexatious fogs. Of the two evils the snow is the lesser, for no experience in the world can be more unpleasant than trying to cycle through a London fog. So dense was it in places that even wheeling the bicycle was a grave risk. Other vehicles freely wandered from the proper side of the road, for it was almost impossible to keep one's bearings. Walking with the cycle close by the curb one was carromed into again and again by blundering pedestrians, and an occasional lamppost interfered in a most unmannerly way. Yet there is an element of comicality about a dense fog that makes it enjoyable in a way, if one is not pressed for time and does not mind drifting out of the proper course. But when, after searching in vain for an hour or so for one's domicile, no success meets patient effort, the joke gets misty and is eventually lost.

"When cycling through a fog of the attenuated kind which allows one to see a sufficient distance ahead to steer a course with some degree of safety, it will be found that an oil light will be more useful than acetylene. The intense rays of the latter are cast back with a very confusing result, while the dull red rays from the oil lamp have a more penetrating effect. If using an acetylene lamp, the light should be dimmed by tying a pocket handkerchief across the lens or dulling it in some such way."

Happily America is seldom, if ever, shrouded in the pall of gloom that so frequently envelops the world metropolis of the "Tight Little Isle," but the advice regarding the use of an oil lamp will prove of value on misty nights in this country, more to prevent be-

ing run down than otherwise, as under such circumstances the faint rays only suffice to reveal an obstruction when too late to avoid it. But the fine white rays produced by acetylene or electricity are so completely dissipated in a fog immediately on leaving their source as to render either of these illuminants practically useless.

For Government of Sidepaths.

Assemblyman Keller, of St. Paul, Minn., introduced an ordinance at the meeting of the Assembly last week to govern and provide for the construction of bicycle paths along avenues and streets about the city. The ordinance was passed and provides that all money collected in the issuance of bicycle licenses for the use of such paths be cared for by the City Clerk, whose duty it shall be to see that no portion of that fund is expended for other purposes than in the maintenance of the bicycle paths.

The ordinance provides that all its provisions regarding the proper care for the bicycle paths shall apply to those paths already constructed, and that at intervals along those paths small signs shall be erected, giving notice that the paths are for the use of bicycles only. It provides also that no person shall be allowed to ride a wheel upon the paths without a license, and that the penalty for violation of this provision shall be a fine of not to exceed \$10 or imprisonment not to exceed ten days.

Cullingford Chief of Camden's Club.

Officers for 1905 were elected by the Stockton Wheelmen, of Camden, N. J., as follows: President, John E. Cullingford; vice-president, Joseph Gondolfo; recording secretary, Albert Reidinger; financial secretary, Adolph Bothe; treasurer, Frank A. Williams; board of trustees, Fred Jones, Charles P. Johnston and Thomas Richards.

A. C. C. to Promote Road Race.

At the meeting held last Monday night, the Associated Cycling Clubs of New York decided to hold a 25-mile road race the coming season. The date of the contest will be fixed later, and all other arrangements will be left with the race committee.

Why Little Silver is Proud.

There is joy in Little Silver, and former enemies smile as they pass by. If you don't know where Little Silver is, but are curious to know, perhaps you can find the town's location on a map of New Jersey. Little Silver now holds up its head in pride, and citizens of that teeming metropolis proudly add the name of Little Silver to the list on which Manasquan, Orange and East Orange have been the only New Jersey representatives, as the homes of bicycle champions. Manasquan has its Arthur Zimmerman, Orange its Harry Wheeler, and East Orange its Frank Kramer, but Little Silver: it has its Frank Deterling. The Asbury Park Press gives the glad news in this wise:

"Frank Deterling, of Little Silver, has been informed by the National Cycling Association, with which he is registered, that his one-mile paced exhibition at Elkwood Park, Long Branch, last August, in 1m. 33s., is the best record that now exists for the distance and entitles him to the short distance amateur paced championship of America. This year Mr. Deterling will make bicycling riding a profession."

Lebanon's Century Chooses Officers.

The Century Wheelmen, of Lebanon, Pa., held their annual meeting last week in the clubhouse, on North Ninth street. There was a large attendance and the following officers were elected for the coming year: President, Edward Snively; vice-president, Walter Hartz; financial secretary, Charles G. Gebhard; recording secretary, Carl Hermann; treasurer, Charles C. Frantz; captain, Harry Frost. All the officers elected constitute the Board of Directors of the organization.

Kanaweola's Many Conveniences.

On last Tuesday night the Kanaweola Cycle Club, of Elmira, N. Y., moved back into its clubrooms in the Realty Building, from which it was driven by fire some time ago. The club has the finest gymnasium in the city, with a basketball and handball court and an indoor baseball diamond. The formal opening and housewarming will be given in a week or two.



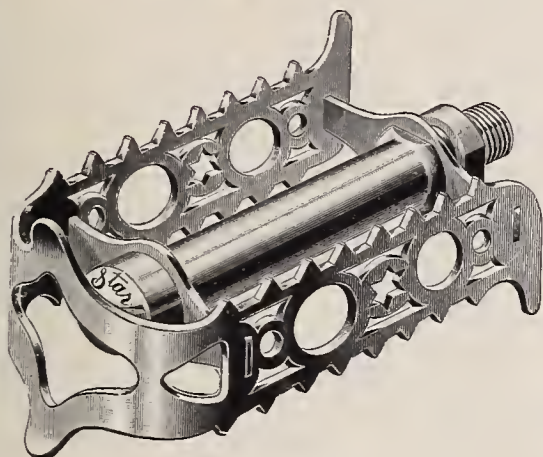
TEN DOLLAR SIGN FREE

Many dealers failed to obtain one of these signs last year, and many others want another sign, so that they may have one on each side of their door. To accommodate both of these classes, we have extended our offer to give all a chance to get one, FREE.

Save your 1904 certificates and send in your 1905 orders for NEVERLEAK, as early as possible.

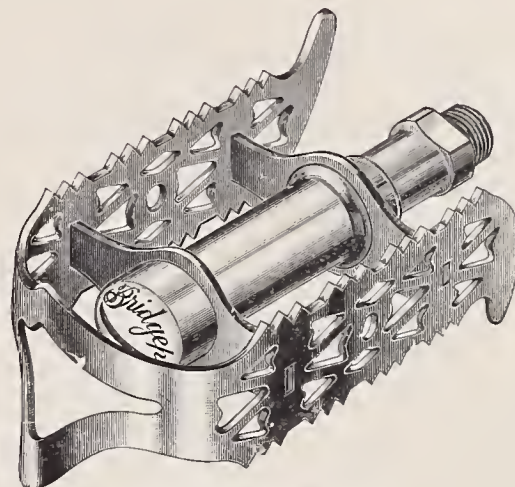
A "Brass Sign" Certificate accompanies each dozen 4-ounce tubes of NEVERLEAK. When you have 12 certificates, mail them to us, and you will receive a SOLID BRASS SIGN 12 by 15 inches, entirely free of charge.

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The right hand figures represent tenths of a mile and are in red. The above instrument reads 4,387 and 3-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size

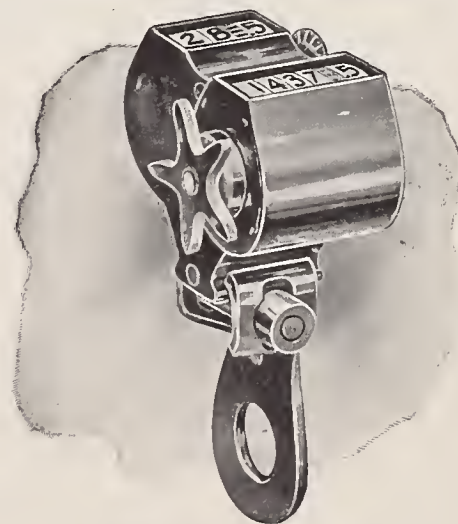
buy and use them, isn't it pretty plain that

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should be in stock in every bicycle dealer's establishment?

Honestly, did you ever try to sell a Veeder Cyclometer? Haven't they always just sold themselves? You could sell one with every wheel.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

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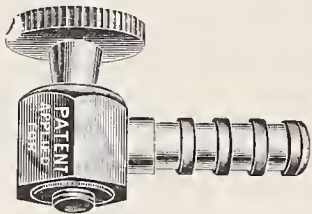
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BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patent.

777,854. Bicycle Lock. Joseph Hirschenfeld, Colorado Springs, Col., assignor to Fred A. Morath, Colorado Springs, Col. Filed April 8, 1904. Serial No. 202,175.

Claim.—1. In a bicycle lock, the combination of a clamp, 1, having the two threaded ends 6 and 6', the nuts 3 and 3' adapted to be screwed thereon, the clamp front 2, the hollow slotted cylinder 2a with the tumblers 10, 11 and 12, the spring 5, the shields 4, 4 on the ends thereof, the ring 13, a lock bar having the projections 10a, 11a, 12a and the shoulder 13a, substantially as described, and for the uses and purposes set forth.

778,147. Adjustable Throw Crank for Cycles or Other Machines. Joseph Ritscher, Melbourne, Victoria, Australia. Filed January 18, 1904. Serial No. 189,598.

Claim.—1. An adjustable throw crank, comprising an eccentric and a band, one of which is adjustable with relation to the other, a locking device for maintaining them in an adjusted relation, means movable with the eccentric and rotatable relatively thereto and a connection between said last mentioned means and the locking device, said rotatable means adapted when its movement is arrested during the movement of the eccentric to effect through the connection the release of said locking device and thereby permit of adjusting one of the adjustable parts with respect to its companion.

778,941. Athletic Feat and Means for Performing Same. Ugo Ancillotti, New York, N. Y. Filed September 6, 1904. Serial No. 223,385.

Claim.—1. In a device of the character described, a track, a car, means for grasping the car while under motion and rotating it about an axis, and means for releasing the car after the revolution.

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, January 21, 1905.

No. 17

SIGNS OF PROMISE

Reception of and Sustained Demand for New Device Seems of Good Argury.

During recent years no one article that has made its appearance on the market has been so well calculated to test the exact temperature of cyclists and the cycle trade as the Standard Spoke & Nipple Co.'s two-speed coaster brake.

As a really new article, it was fair to assume that its reception would "furnish a line" on the real health of the trade. That the reception was both generous and hearty has already been stated, and, what is more to the point and is of genuine significance, is the fact that the interest has been steadily maintained and is proving of the substantial sort. B. S. Keefer, the treasurer of the company, who is in New York this week, brought with him the cheerful news.

"The only doubt that fills our minds," said Mr. Keefer, "is whether or not we will be able to meet the demand. Our only concern is that, from present appearances, the demand will be greater than the supply. We are selling a lot of pedals, too," he added, referring to the Standard Co.'s other line.

Two Brooklyn Dealers Combine.

F. A. Baker and George B. Pieper, both of whom maintained stores on Bedford avenue, Brooklyn, N. Y., have consolidated and become F. A. Baker & Co. They will continue business in the former Baker store, 1080-82 Bedford avenue, retaining the Pierce agency, and obtaining the exclusive agency for the Indian motor bicycle, which machine was handled last year by several different dealers in Brooklyn, of whom Baker and Pieper were the most active.

Brandt is Back Again.

Ernest H. Brandt, for a number of years manager of the New York branch of the Hartford Rubber Works Company, has re-entered the tire trade after an absence of several years. In the future he will be connected with the Fisk Rubber Co., Chicopee Falls, Mass., assistant to President H. T. Dunn.

Pope to Return to Hartford.

The Pope Mfg. Co.'s headquarters are going back to Hartford. For several months the step has been under consideration, but the definite decision was reached only this week. The offices will, of course, be attached to the Hartford factory, and it is believed that again being in immediate touch with the manufacturing end of the business will facilitate matters in many respects. Hartford, as is well known, was the birthplace of the original Pope Mfg. Co., the New York offices being taken over at the time the new corporation of the same name purchased the effects of the late American Bicycle Co. The removal will occur May 1.

Fisk Promotes Two Managers.

At a meeting of the Fisk Rubber Co. on Thursday last, at Chicopee Falls, Mass., the following directors were elected: A. N. Mayo, H. T. Dunn, H. G. Fisk, Edward Pynchon, W. T. Baird, P. T. Jackson, Jr., and E. H. Broadwell.

At this meeting E. H. Broadwell, manager of the Detroit branch, was elected first vice-president, and Frank C. Riggs, manager of the Chicago depot, second vice-president. The other officers remain as heretofore, viz.: H. T. Dunn, president; H. G. Fisk, clerk, and A. N. Mayo, treasurer.

Fire Visits Boston Jobbers.

Twenty-five thousand dollars loss is the result of a fire that started in the Equitable Distributing Co.'s bicycle supply house, in Boston, last Saturday night. The Equitable Company occupy the second floor of a six story brick building in Oliver street. The fire started about 9 o'clock, and its cause is still a mystery. The flames spread rapidly to the floors above, and the fire was not got under control until it had done damage to the extent stated above. The bicycle concern carried \$8,000 insurance, but it is doubted if this will cover the loss.

Japan to Increase Duty.

Because "they need the money," the Japanese government is revising its tariff and increasing the duty all along the line. "Bicycles, tricycles and parts thereof," on which an import tax of 25 per cent is levied, are slated for an advance of 10 per cent.

TOO MUCH BROWN

How it is Adding to the Complexity of the Coaster Brake Situation.

Advices of a trustworthy nature, from London state that the "free wheel" and coaster brake trade on that side of the pond is in a distinctly interesting condition.

Combination Hubs, Limited, which is the style of the syndicate claiming to hold the master patents that apply, is said to be having troubles of its own. The "combine" already has one suit pending against Seabrook Bros., who sell the American Forsyth, and they are threatening to sue the Woolsey Machine Co., who recently began the manufacture of a coaster hub; but what is likely to complicate the situation is the fact that the powerful Birmingham Small Arms Co. are likewise bringing out a hub of the sort.

It so happens that Brown Bros., who handle the New Departure in Great Britain, are likewise the London agents of the B. S. A. Co., the chairman of the latter being also the chairman of Brown Bros. As the latter firm has large interests in Combination Hubs, their position is a delicate one, as if the syndicate is forced to take action against the B. S. A., as seems likely, it will be somewhat in the nature of the Browns instituting action against themselves.

What adds interest and complication to the situation is the fact that Brown Bros., who, as heretofore, will handle the New Departure in Great Britain, have ceased to handle it in Paris, where they also maintain a house, and where they are now selling the B. S. A. device. This places them in the attitude of being loyal supporters of the New Departure on one side of the channel, and enemies—or, at least, strong competitors—of the same coaster brake on the other side of the same stretch of water.

The end of it all is not easy to foresee. Meanwhile, however, the New Departure Co.'s patent attorney is in London attempting to straighten out the situation, and keeping his weather eye on Germany, where the company holds a patent which they believe to be good, and which they are trying to make

secure by operating a factory there in compliance with the law, which compels them to do so within three years from the date of a patent.

In order to minimize competition they have got together the leading manufacturers in Germany and agreed with them that, in return for the payment of a small royalty, they (the New Departure Co.) will use the money thus obtained as a fighting fund to prevent encroachment.

Although it is not generally known, the coaster brake made under the Atherton American patent is figuring largely in foreign markets. In England, Green & Houk are handling the device under their own title, and the Crabbe Brake Co. market it as the Crabbe. In Germany it appears under the name Atlas, and in France and several other countries as the Volo.

Nothing New in Vulcanization.

A close study of the many patents that have been issued in America and abroad for processes for vulcanization reveals very little that is new for the last thirty years—that is, new in principle, says the India Rubber World.

There are to-day three lines of practice that are generally followed. The first of these is where live steam is made the vehicle for carrying the heat, commonly known as the "wet heat" cure; the second where dry air or steam heated metal is the heat carrier, known as the "dry heat" cure, and the third where the goods are exposed to the action of chloride of sulphur, known as the "cold" cure. These are all old in principle, although revised and unproved from time to time. It is therefore interesting to note that an entirely new type of cure has been developed in the utilization of electric heat, or the "electric" cure. A superficial examination of the claims that cluster about the process would lead one to prophesy for it a very wide application. Experimentally it is all that could be desired, and if it proves itself commercially, it will rank as one of the few departures from the old line practice that rubber manufacture has beheld.

More Germans Pay Profits.

German cycle concerns continue to make excellent reports of the last year's business. Some examples are the Corona Cycle Works and Metal Industry at Brandenburg a H., which has had such an excellent business year that the management is enabled to pay a 14 per cent dividend. The Bielefelder Cycle Works, Hengstenberg & Co., have made a net profit of \$18,500, and the dividend has for this reason been raised from 6 to 8 per cent. All the leading German concerns have maintained their dividends, and most of them have gone beyond last year's profits.

Henry A. Morse, a dealer in bicycle supplies at Somerville, Mass., doing business as the Morse Novelties Co., has filed a petition in bankruptcy. He owes \$2,662, with assets of \$100.

SADDLE EXCLUSIVENESS

Persons's Notable Production on Which one Maker Secures First Claim.

When the Miami Cycle & Mfg. Co. contracted for the exclusive use of the Persons Mfg. Co.'s Dominion saddle, they certainly obtained—as the accompanying illustration attests—a saddle that in quality and distinctiveness is in keeping with the Racycle. The saddle contains seven distinct springs, requiring six sets of jigs to produce, besides the usual eye turners; also there are five press operations in making the springs. The stock used in the truss and tension springs is plough steel of a tested tensile strength of 268,800 pounds per square inch; the steel



used in the front coil springs and the rear spiral springs is a mild Siemens-Martin steel, each spring being oil tempered after being formed.

An original and thoroughly efficient tension device is made to incorporate the holding of the springs in front, the four ends of the front springs and a vertical eye of the tension spring being placed in a snug fitting sheet steel box, through which the tension screw passes, engaging the several springs without the latter being riveted or bolted into place.

The sheet metal cantle employed shows another departure from the commonplace. Its ends are so dropped that the widest portion of the seating surface of the saddle is about an inch and a quarter lower than the centre of the saddle, thus presenting a seat the corners of which will not at any time be felt by the rider. This unusual amount of drop becomes strikingly apparent when the saddle is rested with the leather against a flat surface.

The leathers for these saddles are cut from the heaviest portion of the middlings accepted by the Persons Mfg. Co., a line of blanks for the tops being cut along each side of the backbone. Only steer middlings are used, they furnishing the toughest possible fibre. While the tops feel a little firm upon first examination, it is quickly apparent even to the uninitiated observer that the leather in them is of a heft and durability that will defy wear. In fact, the Persons company stated to the Miami company upon the strength of their long experience that they do not believe one of these tops out of each hundred would stretch one-quarter of an inch in ten thousand miles cycling.

The saddle is fitted with the well known Persons drop forged, friction grip, universal

clamp, highly polished and plated. Other nickeled parts include the front springs, retaining block, tension cap and metal pomel. The remaining metal work is enamelled. This arrangement of finishes is new to the trade, and, in combination with the several fine features of the saddle, places to the credit of the Miami company one of the striking developments of the year.

How Court Interpreted Guarantee.

Prices of bicycles have been sufficiently reduced in England to make it possible for the working classes to indulge in brand new wheels. Not long ago a laborer profited by the decrease in cost and purchased bicycles for the sum of \$25. Soon after he had a severe fall and brought an action against the manufacturers of the bicycle for \$25 damages for injuries received. The cause of the fall, he affirmed, was the breaking of the tube in connection with the fork.

On examination it was found that the tube was really too large, but had been forced to fit by filing it down and through this procedure much of its former strength was lost. The manufacturer made a singular statement, expatiating upon the cheapness of the machine, and declaring that under the circumstances it could not be guaranteed for more than thirty days, of which fact he supposed his customer was aware.

The judge, however, decreed this argument puerile and contended that the law fixed a guarantee whereby any article must serve the purpose for which it is made, and that the bicycle made by the defendant was dangerous and therefore entirely responsible for the accident.

No Dullness in New Orleans.

"There is nothing the matter with the bicycle business down our way," remarked Palmer Abbott, of the Abbott Cycle Co., New Orleans, who is in the city this week. "During the month of December we sold some four thousand dollars' worth of bicycles and bicycle supplies. In fact, it is a rare December when we do not dispose of nearly one hundred bicycles—most of them low priced models, of course, but still pretty good bicycles at that."

The Abbott Cycle Company does a jobbing as well as a retail business, but the latter is the dominant part of their affairs. They also constitute one of the few bicycle houses that have made a success of handling bicycles and automobiles jointly without detriment to either line.

Has his Peck of Trouble.

H. O. Peck, a bicycle dealer at Walla Walla, Wash., has filed a petition in bankruptcy, placing his assets at \$3,000 and his liabilities at \$6,000. Inability to collect outstanding accounts and constant demands from his creditors are assigned as the reason for the failure. The principal creditors are Seattle and Portland firms.

MOTORCYCLES ON SHOW

Exhibition Divides 1905 Product Into Two Classes—Some Surprises Uncovered.

Although they constitute little more than small oases in a wide expanse of automobiles, of the motor bicycles of more than local reputation there are but three missing from the automobile show which has held the boards at Madison Square Garden during this week.

In all, eleven different manufacturers are in evidence. They are widely scattered throughout the big building, but five of them being near neighbors gives one section of the gallery the partial appearance of being "motorcycle row," as one of the enthusiasts dubbed it.

The exhibits indicate quite clearly that, during the year, the trade divided itself into two classes—those who endeavored to improve, and those who let what they doubtless deemed "well enough" alone. Certainly most of the so-called improvements in the latter are so trifling as to cause smiles.

Wherever there had been real effort at improvement, the result is not to be gainsaid. The Indian and Metz were the most notable instances of the sort. What can be done in the way of reduction was also well illustrated by C. H. Metz, who staged one of his machines that scaled but 85 pounds, and which the maker guaranteed for road use; the use of wood rims and single tube tires had assisted the reduction. The Reliance was the only other machine weighing less than 100 pounds, but the paring down of a two-cylinder Hercules to 110 pounds stood as a notable achievement.

The fore carriage and the side carriage both made their formal debuts at this show, while the tandem attachment was quite generally displayed.

The following is a summary of the exhibitors and the number of motorcycles which they staged:

Pope Mfg. Co., Hartford and Chicago—2 Columbias, 1 Cleveland, 2 Ramblers.
Hendee Mfg. Co., Springfield, Mass.—3 Indians, 1 fitted with a fore carriage.
Chas. H. Metz, Waltham, Mass.—2 Metzses.
Consolidated Mfg. Co., Toledo, Ohio—1 Yale.
American Motor Co., Brockton, Mass.—1 Marsh.
Aurora Automatic Machinery Co., Aurora, Ill.—2 Thors, 1 fitted with side carriage.
G. H. Curtiss Mfg. Co., Hammondsport, N. Y.—2 double cylinder Hercules.
Reliance Motor Cycle Co., Addison, N. Y.—1 chain driven Reliance.
Breeze Motor Co., Newark, N. J.—3 Breezes.
Merkel Motor Co., Milwaukee, Wis.—1 Merkel.
Mitchell Motor Car Co., Racine, Wis.—1 Mitchell.

Of the Pope line, the improvements have been centred in the Ramblers, and there they are largely matters of detail. The brake lever control, as before used, has been al-

tered, and it is now possible to open the throttle without so greatly affecting the spark, or without such a wide span of the fingers. The muffler is placed parallel to the lower tube of the frame, and the coil has been attached to the upper tube. The gasoline tank has been considerably enlarged. The spring fork, which will be furnished as an extra, incorporates the same principle previously used, but is now made with a single plate crown, and the spring hinges are at the forksides, instead of at the rear of the arched crown, as before.

The Indian improvements are already well known, i. e., the double grip control, the adjustable cushion forks, the new Splitdorf torpedo spark coil and the head lug, which serves also as a lamp bracket. The new Indian forecarriage, the first of which is exhibited, is a luxurious, leather upholstered attachment with curved front, and with unusually comfortable springs.

The Metz incorporates a surprise in that it also is fitted with a double grip control. Other new features are an idler to take up the chain slack, and a needle valve shutoff in the gasoline tank. This permits the carburetter to be readily attached without leakage or waste of gasoline. The drive direct from motor to rear axle is retained, as is the force feed oiler, but the two-speed gear, if not exactly abandoned, is no longer used. Mr. Metz states that he discovered that no real demand existed for such a device.

After a fashion, the Reliance is also in the list of surprises. The one machine they exhibit is driven by a chain instead of by a belt, as heretofore. The makers make haste to explain, however, that this does not mean that they have abandoned the belt. On the contrary, they will supply the machine with the usual belt and rear pulley drive, and also with the pulley acting on the rear tire, as in last year's model, which they still stoutly maintain to be the most desirable. The chain driven model is fitted with a trussed spring fork, and a spring sprocket, and scales under 100 pounds. The fork is quite ingenious, having the spring in the stem and the cushion in the truss.

The Curtiss Manufacturing Company have applied themselves industriously to the matter of weight reduction, and show what can be done in this direction by exhibiting their two cylinder racer, weighing but 110 pounds. The regular two cylinder model tips the scales at 165 pounds, and this latter also has had some ten or fifteen pounds of extraneous metal removed from it. The frame has been cut down from 23 to 22 inches, a Breeze carburetter substituted for that previously used, and a considerably improved commutator employed. The roller bearings in the motor are still retained, having given unstinted satisfaction. Their Hercules machine is equipped with the first of the G. & J. detachable 2½ inch tires which have been turned out.

A side-carriage constitutes the feature of the Thor exhibit. While general principles and outline are retained, in appearance it

differs radically from the original model, which was illustrated in *The Bicycling World* several months since. The difference is due largely to the use of a solid upholstered body instead of the wickerware previously used.

In appearance the Yale is unchanged, but, what is of no small interest, the power of the motor has been increased nearly 25 per cent.

In the Marsh a wider belt is employed, and a more secure attachment of the gasoline tank has been brought into use.

A change in the position of the tank on the Merkel is practically the only alteration in that machine; it is now suspended below the top tube, instead of above and around it. The feature of the Merkel display to which they point with greatest pride is one of their machines which was ridden all of 1,000 miles in Europe last season!

The Mitchell, with its big 3½ H. P. copper flanged motor, is shown fitted with grip control and with a chain belt that is out of the common. The chain is first wound with adhesive tape and then covered with rawhide washers; it gives what may be termed a corrugated surface that should add to the non-slipping qualities of the belt. In the motor itself, the valve area and crankshaft bearing have been increased, the connecting rod being now fastened with a lock thread supplemented by split pins.

Motorcycles vs Automobiles.

"May I enter a friendly protest against the reference to the effect that 'even motor bicycles can be made a means of pleasure'?" writes E. Douglas Fawcett to a contemporary. "Why this 'even'? There seems to be a growing tendency among car owners (owing to the 'kerridge folk' tradition, perhaps) to belittle the motorcycle.

"May I suggest that in all likelihood the ideal delight of fast travelling—the nearest approach to flying that we are, for long, likely to know—is to be experienced on the motor bicycle? I keep a car as well as a bicycle; I have toured under the fairest conditions and amid the loveliest scenery, yet I have no hesitation in saying that, but for the purpose of carrying a companion, I would not now even consider a car.

"The drawbacks to the motor bicycle are chiefly its unpleasantness on grease and its vibration on very bad roads. On good roads its flight (especially in the case of the high powered type) is most comfortable and exhilarating to a degree which the mere car driver is powerless to understand. To ride a high powered bicycle, however, requires skill and nerve, and I must admit, accordingly, that not every one is able to face the music. A doctor, discussing the matter with me at the show, observed that he kept his car for wet weather and work, but always resorted to the motor bicycle when he required 'real pleasure.' And, after all, those who know what it is to skim along the level at 'forty' or over and leave big cars standing on hills, the delicious sweep of the one tracker making the car but a dull vehicle, will not need much argument. For myself, I always suspect that the car driver who despises the motorcycle is usually unable to ride it. Or, again (if one may judge from the awful specimens of mankind seen on cars), perhaps the tradesman in his motor 'kerridge' is too often prone to consider himself as the superior of all other folk who use the road."

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency
Terms address **NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.**

Fisk Tires for Motorcycles

OGDEN, UTAH, Jan. 4, 1905.

GENTLEMEN:—About two years ago I purchased an "Indian" Motorcycle which was equipped with "Fisk" tires, and they have given me such good satisfaction that I thought I would let you know how well this tire has worn and the mileage made. I have run since I bought the machine over all kinds of roads 4,750 miles, and to look at the front tire one could not tell it had been but a short distance, and looks capable of running several thousand miles more, and what is more remarkable still, it has never been punctured. Whether this could be called a remarkable streak of good luck, or a superior resisting power against punctures I am unable to say. But the facts as above stated are true just the same. If this testimonial will do you any good, you have my permission to publish the same in the "Bicycling World" or any other paper or magazine you see fit.

Yours truly, S. C. HIGGINS.

The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave., Chicago, 52 State Street.

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SPRINGFIELD,
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DENVER,

LOS ANGELES,
LONDON,

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 21, 1905.

Now Blaming the Boomers.

The fame of another Lawson with a tendency to dabble in matters financial, though not of quite the same redhot order that our own celebrity seems to have on tap, reaches us from the other side. Sad to relate, however, he comes but to vanish, for the first news is that of his having been sentenced to a year at hard labor. This is the individual who claims the honor of inventing the safety bicycle, likewise of "making the town of Coventry." This from the Cycle and Motor Trader:

"If some one had produced in court a drawing of Lawson's bicycle, and of the machine in common use to-day, even a half-eyed man would see through the absurdity of the pretence. As to the statement that Lawson had made Coventry, it was probably too ridiculous to deceive even the Crown lawyers. The simple fact is that Lawson and Hooley (Ernest Terah, likewise of somewhat worldwide financial fame and just through doing time),

by their wildcat schemes of finance have done more harm to unmake Coventry than any other two men who could be named. One has but to read the history of the cycle boom with its inflated capitals and its boards of incompetent and titled guineapigs intrusted at enormous fees with hundreds of thousands of pounds of public money, to understand why the cycle trade is in the position it finds itself to-day. Even now directors who are not worth a brass farthing from a practical point of view are still drawing fees for muddling out of the pockets of shareholders, who cannot get any dividends. If cycle concerns were on a reasonable basis as regards their capital, the trade story of to-day would be a very different one."

It is interesting to learn that the English trade ascribes its present state not to the falling away of popular favor by the appearance of a stronger bidder for this fickle goddess, but in large part to the machinations of a few schemers. The saying about every dog having his day may apply to dogs, but there are many people who confidently believe it does not apply with any force to the bicycle question, and that the latter has another day ahead of it in this country. That their predictions will be fulfilled sooner or later goes without saying—there may be a long time to wait, but it will likewise be a long day when it arrives, not started with a great ado nor measured by the passing of a few years, for the wheel is with us to stay, just as much as the automobile; but the latter at present has not alone the centre of the stage, but the whole theatre, and its predecessor has to lie low and mark time.

At least the cycle industry here did not go out under a cloud, as seems to be the opinion of the British press in regard to the home trade; it waned from natural causes, and when in the slow but certain revolution of the circle and the right point again approaches the zenith it will once more wax strong, though the vigor of its roystering days is not to be looked for.

Massachusetts's Two-Lamps Law.

Unless there is life enough in the Massachusetts Division of the L. A. W., and the few cycling clubs remaining in that State, to cause them to move, the so-called universal lights law will be forced upon the cyclists of that State almost before they are aware of it. The law, which is published in another column, proves to be quite different from what it was first supposed to be. It is in no sense a universal measure, and, although

ingeniously worded, applies solely to cyclists.

From the very beginning the Bicycling World has stood for a truly universal lamp law. It believes that all vehicles, of whatever nature, should carry lamps, but if this cannot be brought about, the fact that bicycles are the most silent of all vehicles, and for the safety of the public no less than for the safety of the riders themselves, require lights after nightfall, is evident. This has impelled us to invariably favor those measures requiring the display of such lights.

The Massachusetts measure, however, goes too far, and if passed will cause great and general embarrassment. It provides not only for a light in front, but also for one in the rear. The former is eminently right and deserves to be whole-heartedly favored. There are, however, no tail lamps for bicycles in existence, and no means of securing them in that position, and even if such fastenings were to be had, a lamp so placed would be a source of some danger to the rider. It would be in his way both in mounting and dismounting.

It may be that time will evolve a safe means of attaching a lamp to the rear of a bicycle, but it is not yet in sight, and if the law in question means what it implies, "An act providing for the safety of persons using highways," there is no sound reason why it should not include vehicles of every nature without exceptions of any kind.

If they are alive to their interests, the Massachusetts cyclists should see to it that they are not unrepresented at the public hearing, which is to be held in the State House at Boston on Thursday next, the 26th inst. If they do not make themselves heard on that occasion, they should forever hold their peace, and thereafter blame themselves for the embarrassment that is sure to follow the passage of the law.

Plumes for Prince.

Jack Prince can well afford to place a whole bunch of feathers in his cap. He has literally routed the pessimists, who would have people believe that the American public has tired of it, and that cycle racing is all but buried. The weeks of indoor racing which he conducted in Buffalo and Troy, and the full and enthusiastic houses which rewarded his efforts, constitute an inspiration to other men. It amply proves that the way to "do things" is to do them, and that if they are done rightly, success is not uncertain.

CORRESPONDENCE.

Curing the Motorcycle's Wounds.

Editor of the Bicycling World:

Your editorial of the 7th Inst, "Blind or Stubborn," hits the nail squarely on the head in more ways than one. I need but relate one of many similar instances of what I am constantly encountering in my travels. It occurred in Waycross, Ga., during the last week, and will serve as an example of what the "fake" and incomplete motor bicycles have done to stifle the interest first manifested in the self-propelled bicycle.

Waycross is not a very large place, but it has had two motor bicycles of different makes—of the kind that have carried trouble and damnation with them instead of stimulation to the business and sport. I went into a store, over the door of which was a sign reading, "Ten miles to the next bicycle store." I handed the man who greeted me my card, which read, "Hendee Mfg. Co., Springfield, Mass. E. H. Corson, missionary, Indian motorcycles." Remembering that Mr. — was the man for me to talk with, I passed my card to him, and he promptly responded:

"Nothin' doing in motorcycles."

"Why not?"

"They're no good."

"What do you know about them?"

"We had one of the — —, and could do nothing with it. It would run only spasmodically. We would get it out in the country and have to haul or push it back; or at least one of our men would have to do so. I would not get on one of the things myself. I would not have one if it was given to me."

"But, Mr. —, you have never seen a motor bicycle if you have not seen the Indian," I rejoined. "The machine you speak of was a failure from the start, and it has hurt both the business and the sport. Now, I want you to allow me to bring my machine here to show you."

"You may do so, but it will serve you no good. I would neither ride it or any other motorcycle."

"Well, there are thousands who will, if you will not, and you are here for business, are you not?"

"Yes, but it is simply time thrown away to fool with those things. However, you can bring around your machine and we will look at it."

I soon had my Indian on the floor for Mr. —'s inspection.

"That don't look much like the machine we had here," he promptly admitted. "It does not weigh much more than half as much, and is not so long or clumsy looking. A fellow could get that home if it went back on him a few miles out. It seems very simple, too, compared with the one we had."

I asked the men present to try it, first explaining how simply it was controlled, and started it up, running along with it. This was a great revelation to them. They told me how long and hard they had to work to start the one they had had.

By this time the gentleman who greeted me first had plucked up courage and was ready to try it. I started him off, and he came back with a smile all over his face. He said that it was the "slickest thing on wheels that he had ever been on." He had an automobile at the door at the time, too. Then he started off on the motor bicycle again and rode all over town.

By this time several interested parties had come around to try the machine, and the man who said he would not ride one of the things himself, or have one around, became completely carried away with it. He assured me that he would have an Indian for his own use as soon as he could get one. His words were: "That it was the slickest little trick he ever saw."

This, Mr. Editor, is about the experience I have in every place I visit "Down South."

Waycross is a beautiful city of about 35,000 inhabitants. The streets are broad and paved with brick. Only a few of the people have ever seen a motorcycle, and the riders of bicycles who tried it simply went into ecstasies over it. Three of the dealers wanted to handle the Indian, and I was able to make my choice.

In this connection, I want to say that the time is not far distant when many of the bicycle dealers who are now so doubtful, woefully ignorant and unconcerned about the perfected motorcycle, will want to "kick" themselves for letting a good thing slip out of their hands.

E. H. CORSON.

Gliesman on the Racing League.

Editor of the Bicycling World:

Referring to the letter of Mr. George A. Ormerod, as printed in your last issue, I desire to state that it is very interesting, to say the least, and is bound to appeal strongly to all local cycling organizations. The arguments he so clearly brings forth favoring your suggested amateur racing league are of a character that will awaken the sleepy ones.

Although Mr. Ormerod's communication deserves commendation, there are two passages to which I beg to take exception, as I do not wish the readers of your valuable paper to be misled as to any favorable symptoms which the cycling game still holds.

The first one is where he states: "Strenuous measures are absolutely necessary if cycle racing is to be awakened from the slough of despond into which it seems to have unfortunately wandered." It seems to me that it is Mr. Ormerod who has unfortunately wandered in dreamland and has but just come back. No, cycle racing in this locality needs no awakening, as any one who kept in touch with it during last season can testify; for it is a fact that every available Sunday and holiday of 1904, save three, beginning with May 1, Sunset Century race and Tiger Wheelmen's thirty-mile road race, and ending with December 4, the Tiger Wheelmen's closed fifteen-mile race, was taken up with races at all distances, participated in by all the different clubs of greater New York.

The sport is awake and is doing, but what it needs is more energy, in the first place, and last, but not least, a good cleansing. By that I mean it should be put back on its amateur legs, which it lost quite some time since. I dare say any man can go out and find a genuine gold brick around New York quicker than he can locate a pure amateur in the cycling ranks. For this purpose—the purification of the sport—is the need of an amateur league felt. If it will do naught else, it should at least furnish pure sport, and there is where strenuous measures are desired.

The second passage I take exception to is that in which Mr. Ormerod states that "the invigorating effect it would exercise on the present almost stagnant condition of racing." To begin with, as I stated above, cycle racing is not stagnant, nor has it been for two years, and Mr. Ormerod, in his capacity as officer of the Spartan A. C., should be the very first to know it, for right on the spot where that club had its inception any one can hear more cycle racing talk in an hour than anywhere else in one month; but that is all—talk.

What such a league might do is to draw these talkers out in the country on a good road and send them on a fifteen or twenty-five-mile journey for prizes, instead of remaining at home talking or taking a casual spin up and down the city avenues.

Therefore, I repeat, that, although cycle racing was very much alive all last season, every one does not seem to know it, and to read a statement to the contrary in your valuable publication not only surprised me, but annoyed me, and if I have bored you too much, I beg you will pardon me, as I could not help taking up a pen to defend what little there remains of our sport.

Apart from the exceptions mentioned, Mr. Ormerod's plea for the league is exceptionally good, and I hereby wish to go on record as being ready to do my mightiest to make this possibility an actuality at the earliest possible date.

H. A. GLIESMAN,

President Tiger Wheelmen, New York.

Reason for the Rambler's Success.

The Ramblers Bicycle Club of Buffalo will hold its twentieth anniversary and banquet at the Hotel Broezel, Buffalo, next Saturday night, January 28. The club is the largest cycling organization in Buffalo, and, instead of losing its membership during late years, it has increased, and is stronger now, numerically and financially, than for several years previous. This, it is stated, "is probably due to the fact that so many of the gentler sex have become affiliated with the club and take an active interest in its affairs."

Ladies Form a Cycling Union.

What is termed a "Ladies' Cycling Union" has been started in Cambridge, England. This club is due to the popularity of the bicycle with the fair sex of the university town.

HERE'S REAL RICHNESS!

Advices via London "Explain" How American Officials Obtain Bicycles Cheaply.

It is often necessary to go far from home to obtain really startling news. Something of that sort is contributed by "Cycling," of London, which even goes so far as to explain that it was received from an "American correspondent." List to the wonderful tale:

"It is the easiest thing in the world in these days of rate wars for anyone to get to Sandy Hook (just outside New York), provided he possesses £2 7s. 6d., the 7s. 6d. going in fees to the gentlemen who help you over. It is, however, just as difficult to get ashore in New York unless you can produce a hundred dollars, as proof that you are able to support yourself until you obtain employment, or get some responsible citizen to go security for you; and even then you have to prove that you are possessed of a good character. Until this happens or until you return to England on the vessel that carries you over (at this vessel's expense), you remain on Ellis Island.

"There are more officials on Ellis Island than on any other spot of the same size on earth, and there are more bicycles here than on any other place of similar circumference. These are not used on the island—there is no room for such a thing. The officials get plenty of leave, and they go over to New York in the tender to pass it. They take their cycles with them, and have a run across Brooklyn Bridge and out into the outskirts of Brooklyn. The crews on the tenders are commencing to object to having the decks of their tiny craft filled with machines, as there is no room to spare at the best of times. The officials get their bicycles very cheaply.

"Many of the 'two pounders' are people of substance, who are travelling in this way for economy's sake. The steamship officials, and all others concerned, soon pick these people out from those who are travelling this way from necessity, and go out of their way to make things generally uncomfortable for these parsimonious individuals. Some of these are well provided with luggage; many come on board with bicycles. When the new arrivals have been transferred to Ellis Island, and are awaiting their examination in the "cage," the official who wants a bicycle comes around.

"'Any of you people own these bicycles packed in the store?' he asks.

"The owners come forward. Then a colloquy ensues.

"'I want a bicycle myself,' says the official. 'You'll have to pay duty on yours, if you're lucky enough to pass the examiners, but the chances are you won't pass, as they are down on people who have money coming with the cattle crowd, and the fact of your having to enter the bicycle on the declaration form of your belongings will give you away. Say, I'll give you ten dollars for it.'

"This often has the desired effect, though, in justice to the official, it must be added that there is a certain amount of truth in this statement, as such people as these are really regarded with suspicion."

Here's the International Federation.

During the Paris Salon last month the International Federation of Motorcycle Clubs was brought into being. Among those taking part in the proceedings and giving their adhesion to the organization were delegates from the British Auto-cycle Club, German Motorcycle Club (of Stuttgart), the Vienna Automobile Club, the Dansk (Copenhagen) Motorcycle Club, the Motorcycle Club of France and the Austrian Motorcycle Club. The headquarters of the federation will, for the present, be with the Motorcycle Club of France, at No. 56 Rue Pergolèse, Paris. Each affiliated club will pay to the federation £20 per annum, and has the right to send one delegate to its meetings.

Cyclist Sues for \$5,000.

Edmund Spillane, a Newark (N. J.) bicyclist, has brought suit against the North Jersey Street Railway Co. of Newark for \$5,000 damages. Spillane claims that he was riding a bicycle at Summer and Bloomfield avenues on July 4, 1902, when he was run down by a car. His wrist was broken and his nervous system received a severe shock, from which he has never entirely recovered. Spillane's testimony, blaming the motorman of the car for the collision, was corroborated by several witnesses of the collision.

What Kramer's Income May be.

Frank Kramer will appear ten times in all in Paris, and will receive \$500 for his appearance at each meet, thus netting \$5,000 for his ten appearances. He naturally will receive, in addition to this, any prize money he wins, and will in all probability leave France a richer man by \$10,000. It is stated that there is big money in all the events in which Kramer will participate, as they purposely have been made attractive enough to encourage other Americans.

To Warm Motorcyclists' Hands.

According to a German paper, a well known Viennese motorcyclist, Herr Julius Curjel, "has invented a means by which the handle bars of a motorcycle can be warmed in very cold weather." Part of the exhaust gases are made to pass through the bar, at each extremity of which there is a small hole, out of which the gases escape after use has been made of their warmth. A tap is used to regulate the degree of heat.

Race on Installment Plan.

"Tommy" Hall was once more victorious at the Velodrome d'Hiver, in Paris, on January 1 and 2. In the two days' racing event he succeeded in capturing the fifty-kilometre contest, although Bruni defeated him on the first day by five metres in the thirty-kilometre event. The aggregate time was taken, and "Tommy" was found winner by more than two minutes.

TO REQUIRE TWO LAMPS

Bill Pending in Massachusetts to Force Cyclists to Show Lights Front and Rear.

The introduction of the bill into the Legislature proves that the alleged universal lights law, which certain automobilists of Massachusetts inspired and are backing, is not in any sense universal. On the contrary, it is distinctly one-sided, and although it is entitled, "An act providing for the safety of persons using highways," it is aimed wholly at bicyclists, despite the fact that first reading of the first section would incline one to a different opinion, so ingeniously is it worded.

The law is now in the hands of the joint committee of Highways and Bridges of the House and Senate, and will be aired at a public hearing on Thursday next, the 20th inst., in Room 426, in the State House in Boston. The proposed law in full is as follows:

Section 1. Every person using or running a bicycle, carriage or vehicle propelled by muscular power other than vehicles used for the transportation of merchandise and farm produce, upon any public street, highway or private way laid out under authority or statute, in this commonwealth, shall, during the period from one hour after sunset to one hour before sunrise, display a light or lights, so attached to such bicycle, carriage or vehicle that the light therefrom may be plainly visible for a distance of at least three hundred feet from the front and rear of such bicycle, carriage or vehicle.

Sec. 2. Any person convicted of violating the provision of Section 1 of this act shall be punished by a fine not exceeding ten dollars for the first offence, and by a fine not exceeding twenty dollars for each subsequent offence.

Sec. 3. All fines imposed under Section 3 of this act shall be paid to the respective cities or towns where the offences were committed, and shall be expended by them for the building or maintenance of their highways.

Sec. 4. This act shall take effect upon the first day of May, nineteen hundred and five.

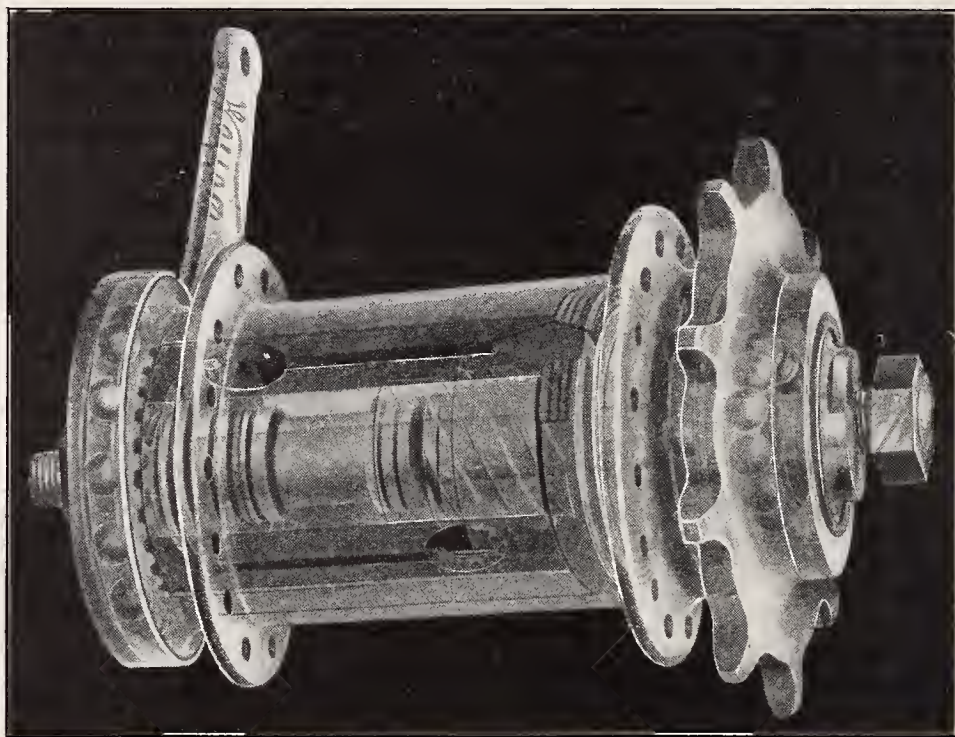
May Have Unlooped His Life.

A dispatch from Havana says that Dr. Clark, known in professional life as "Diavolo, the loop-the-loop man," was probably fatally injured at Cienfuegos last Saturday. Clark had just performed the feat safely and was alighting from his bicycle when the machine broke. He fell heavily and fractured his skull.

In Ogden, Utah, a new track is to be built, similar to the one in Salt Lake City. It will cost about \$3,000, and will be completed in time for the opening season.

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TACKLED THE TROJANS

Prince's Races "Caught" the "Up-Staters" and Filled the Armory Nightly.

Interest in the six days of racing under the management of Jack Prince, which started in the Troy (N. Y.) Armory on Monday of last week, was maintained throughout the week. There was a large attendance each night, and no little enthusiasm. In fact, one loyal bettor became so imbued with the racing spirit—or some other spirits—that he dropped a generous roll of greenbacks on the armory floor, where it was found by the police.

Thursday night the armory held the largest crowd that had attended indoor races. The first race on Thursday was a three-mile motor paced event between Frank J. Cadwell, of Hartford, Conn., and Charles Turville, of Philadelphia. The first two miles were hotly contested, and neither rider gained material advantage, but in the last mile Cadwell's pacemaker slightly increased his pace, and after a pretty neck and neck struggle he succeeded in passing Turville, and won the race by over half a lap. The time was 4:44. The second event was the fourth in the series of half-hour heats for amateurs that were held every night during the week. The men rode well, and covered 12 miles and 2 laps in 30:00. There were six entrants in this grind, but Fred Ernst, the Rochester pedaller, was a general favorite. At the crack of the starter's pistol the riders bunched, and Ernst led them, a terrific pace around the boards. George Wiley and B. La Voice, from Syracuse; Fred Lathwood, of Troy, and Arthur Heins, of New York City, were in the race, and doggedly kept Ernst's rear wheel in sight as they circled the wooden bowl. During the last mile Wiley set the pace and tried hard to prevent Ernst from getting the lead again, but on the last lap the latter was not to be denied, and shot ahead across the mark first. Wiley was second and La Voice third. Fred Lathwood gained a lap on Heins, the New Yorker, and rode in fourth. The five-mile motor paced race between Nat Butler, of Boston, and Walter Bardgett, of Buffalo, was exciting, and kept the audience on their feet until the finish. Butler gained two laps on Bardgett, but the pace was so fast that he lost his pacemaker, and Bardgett gained a lap and a half before Butler again picked up his pace. He was just in time to save defeat, and then only beat Bardgett by two seconds, in 8:15. Gussie Lawson had his hands full, figuratively speaking, in the last race, a one-mile for motor bicycles. Saunders, of Boston, was his adversary, and won in 1:21, and this was announced as "the fastest time ever made on a twelve-lap track."

The first event on Friday night was a three-mile motor paced race between Frank Cadwell, Hartford, and Walter Bardgett, Buffalo. Cadwell was too speedy for his opponent at the finish, and left a gap behind him of two laps. The three miles were reeled off

in 4:45. Next came the fifth half-hour amateur race, with six starters. Fred Ernst, Rochester, was beaten out at the finish, and this was the biggest sensation of the week, the Rochester lad having come to be looked upon as almost invincible. B. La Voice, Syracuse, finished first; Fred Ernst, second; George Wiley, Syracuse, third; William J. Simms, New York City, fourth. Also rode—Fred Lathwood, Troy, and Arthur Heins, New York City. Distance, 12 miles and 4 laps. Nat Butler, of Boston, and Gussie Lawson, of Buffalo, met in the five-mile motor paced race, and Butler won after a hard struggle. He tried to lap Lawson, and managed to get a half lap ahead, but Lawson lessened the distance before the finish, and Butler crossed the line only two feet ahead. Time, 8:06½. Charles Turville, Philadelphia, and William Saunders, Buffalo, straddled the motor bicycles for the one-mile race. Turville won, but the time was one-fifth second slower than on the previous night, being 1:21 1-5.

The armory was packed to its utmost capacity on Saturday night. It seemed as if all Troy had turned out to see the finish of the six days of racing. In the final for the five-mile motor paced race Frank Cadwell was pitted against Nat Butler for the first time. The going was fast from start to finish. Butler was unable to keep his pace, and lost a lap before he could tack on behind his motor. After that he gained on Cadwell, but the latter's lead was so great that Butler could not overcome it. The five miles were made in 7:58, and was announced as being the world's record for a twelve-lap track. By winning this event Cadwell captured the first prize of the meet, as he was undefeated. In the five-mile race between Walter Bardgett and Gussie Lawson, the former was unable to control his wheel in rounding one of the banks, and sustained a fall, covering himself with bruises. Lawson finished alone in 8:37.

The close of the amateur event created more interest perhaps than any other race, as the participants were for the most part local New York "Staters," and the "fans" did their best in rooting. Fred Ernst won, with George Wiley, Syracuse, second, and B. La Voice, of the same place, third. These three riders, together with William J. Simms, of New York City, covered thirteen miles in the last half hour, and a total of 72 miles and 4 laps during the three hours which they rode throughout the week. Arthur Heins, New York City, and Fred Lathwood, Troy, were taken off the track while the final sprint scene of the leaders was being enacted, and later were permitted to sprint it out between themselves for fifth place. On the first trial Lathwood's chain broke and the race was started over again, the Troy man winning. The motor race was between Charles Turville, Philadelphia, and William Saunders, Boston. Saunders won, driving his machine a mile in 1:21 1-5. Summaries:

FOURTH NIGHT—THURSDAY.

Three-mile motor paced match between Frank J. Cadwell, Hartford, and Charles

Turville, Philadelphia Won by Cadwell. Time, 4:44.

Fourth half hour of amateur three-hour race—Night's score, 12 miles 2 laps; total score, 47 miles. Fred Ernst, Rochester, first; George Wiley, Syracuse, second; B. La Voice, Syracuse, third; Fred Lathwood, Troy, fourth; Arthur Heins, New York City, sixth.

Five-mile motor paced race between Nat Butler, Boston, and Walter Bardgett, Buffalo—Won by Butler. Time, 8:15.

One-mile motorcycle race between Gussie Lawson, Buffalo, and William Saunders, Boston—Won by Saunders. Time, 1:21.

FIFTH NIGHT—FRIDAY.

Three-mile motor paced race between Frank J. Cadwell, Boston, and Walter Bardgett, Buffalo—Won by Cadwell. Time, 4:45.

Fifth half hour of amateur three-hour race—Night's score, 12 miles 4 laps; total score, 59 miles 4 laps. B. La Voice, Syracuse, first; Fred Ernst, Rochester, second; George Wiley, Syracuse, third; William J. Simms, New York City, fourth.

Five-mile motor paced race between Nat Butler, Boston, and Gussie Lawson, Buffalo—Won by Butler. Time, 8:06½.

One-mile motorcycle race between Charles Turville, Philadelphia, and William F. Saunders, Boston—Won by Turville. Time, 1:21 1-5.

SIXTH NIGHT—SATURDAY.

Final five-mile motor paced race between Frank J. Cadwell, Hartford, and Nat Butler, Boston—Won by Cadwell. Time, 7:58.

Five-mile motor paced race between Walter Bardgett, Buffalo, and Gussie Lawson, Buffalo—Won by Lawson. Time, 8:37.

Final half hour of amateur three-hour race—Night's score, 13 miles; total score, 72 miles 4 laps. Fred Ernst, Rochester, first; George Wiley, Syracuse, second; B. La Voice, Syracuse, third; William J. Simms, New York City, fourth; Fred Lathwood, Troy, fifth; Arthur Heins, New York City, sixth.

One-mile motorcycle race between Charles Turville, Philadelphia, and William F. Saunders—Won by Saunders. Time, 1:21 1-5.

So great was the interest during the week, Prince gave an "extra matinee" Monday night, when Nat Butler beat Frank Cadwell, in a five-mile motor paced race, after an exciting finish. The time was 7:56. A two-mile sprint race between Walter Bardgett, Gussie Lawson and Charles Turville was won by Bardgett. The one-mile motorcycle race between Fred White, of Chelsea, Mass., and William Saunders, of Boston, resulted in a victory for the former. The time was not taken in the two last-named races.

Iver Lawson Goes Stale?

In spite of the brilliant start Iver Lawson made in Australia, he seems to be going the way of Rutt and Ellegard. Twice in one day he was defeated by Scheps, the Australian rider. The first defeat was in the two-mile handicap, from the twenty-yard line, and then in a three-mile open the Australian lowered his opponent's colors.

EFFECT OF NIGHT AIR

Ingenious Attempts to Explain the Changed Behavior of Motors After Sunset.

On "the other side" the discussion of the question, "Why does an engine run so much better at night than during the day?" has attained strength and volume that have brought with them a number of attempted explanations that are at once interesting and ingenious, although none has yet advanced the proposition that the better running at night may be due to the fact that license numbers are not so much in evidence.

Here is what one of the foreign motorists deems the "true explanation":

"Assume the engine running full power and the atmosphere dry. Then a perfect carburettor will supply a full charge of exactly such proportions of petrol vapor and air as will result in complete combustion. Now, if we suppose the atmosphere to hold a certain quantity of water vapor in suspension, as is the case in damp weather, I think consideration will show that for every reason loss of power will follow: For (1) the atmosphere is less dense and there is less pressure to force the charge into the cylinder, (2) the water vapor will be converted into steam on entering the hot cylinder, and so greater resistance to compression will be offered, (3) the heat developed by the first part of the explosion will be taken up in part in expanding the free steam, and combustion will consequently be checked, and (4) (most important of all) the air being less dense, there will not be the same proportion of oxygen available, and combustion will therefore not be complete. In considering these points, the simple principle of the petrol engine should be borne clearly in mind, namely, that the mixture of petrol vapor and air, when ignited, burns and forms carbonic acid gas and water (in the form of steam), and that it is the expansion of these gases, caused by the heat generated on their formation, which gives the power. The greater the heat, therefore, the greater the power.

"On a bright, clear day the radiation of heat from the earth's surface is free and uninterrupted owing to the absence of clouds.

"When the sun sets, this radiation is very rapid and quickly cools down the air in the neighborhood. This fall in temperature causes a portion of the moisture in the air to condense and be deposited; consequently the air is rendered a more efficient component for the mixture, and any engine inhaling it should develop greater power.

"This explanation is that given to account for the familiar phenomenon known as "fall of dew," and will be found in any text book on physics."

Another party to the discussion affirms in all seriousness that his car runs better when "far from the madding crowd," suggesting

that there may be necessary new legislation to prevent the contamination of the atmosphere in large cities. His engine, he adds, "seems to take the bit in its teeth and fairly romp home." Sounds like the actions of a "dinner bound" nag, but here is his humble opinion of the cause:

"I believe, to get the maximum of work from a petrol engine, the cylinder must be hot (not overheated), and these short runs tend to thoroughly warm up the cylinder, thereby thinning the coating of lubricating oil, and, if the piston rings are in good condition and a good fit, allowing the piston to work easier (without loss of compression) than if the cylinder were cold and the oil therefore thicker, tending to clog the piston ring.

"But not only this, the hot cylinder warms the gaseous mixture at points furthest from the point of ignition, making it of a more even and higher temperature all through, this, I believe, tending to quicker and more instantaneous combustion than would be the case if some portions of the mixture were of a lower temperature than others, the colder portions having more of a burning action than an explosive one.

"Now, as a contrary cause, I have observed that on approaching the country from the town the engine runs better, due to the air being purer, this purer air aiding combustion owing to the greater proportion of oxygen which it contains.

"I would suggest the theory, therefore, and would be glad of confirmation or correction, that during the day the sun absorbs a certain amount of oxygen from the air, varying in proportion as the sun shines brightly for hours or only intermittently, and that as the sun goes down and night approaches the air gets cooler, this cooler air containing a greater proportion of oxygen, therefore forming a better mixture.

"To this I ascribe the fact that an engine developing a certain power requires less air in the colder months than in the warmer months to develop this power, the smaller volume of cold air containing about the same amount of oxygen as a proportionately larger volume of warm."

The explanation put forward by the next correspondent is short and to the point. It is a gem, and really deserves a niche in the Hall of Fame. He accounts for the phenomenon "by the higher atmospheric gases that come from the leafage, trees, etc., which does not show itself in the daytime. This causes a richer mixture, a better explosion, and so more power in the engine," entirely overlooking the fact that the composition of the atmosphere is kept practically constant by the absorption of carbonic acid gas by plant life and the radiation of this revitalized air by the sun's heat. Consequently more "atmospheric gases from leafage" are produced during the day, but the sudden drop in temperature at sundown renders the air proportionately denser and richer in oxygen. This is very noticeable in the invigorating effect of the air shortly after sunrise in spring

and summer, which disappears in a few hours.

The density of the atmosphere naturally varies with its temperature, and the effect on a running engine would be very marked if the latter were suddenly transferred to a cold storage room on a warm day.

Where Cycle Stealing is Epidemic.

If half what the Chasseur Français says is veracious, bicycle stealing has reached unprecedented proportions in France.

The reduction in the value of bicycles has in no way tended to make them less attractive to the bicycle thief, according to that publication.

"On the contrary the number of thefts appear to have increased considerably owing to more wheels being in use than heretofore. For the last six months the courts have been kept busy with this species of thief. Bicycles seem to have a peculiar fascination for him, inasmuch that it might be deemed a kind of mania of the professional thief.

"It is all very well to warn cyclists not to leave their machines standing in a public thoroughfare, for no matter how brief the time be, in six cases out of ten when they return the machines have disappeared. The fact of one bicycle looking like another makes it extremely difficult for the police to discover or stop the thief. Then, again, the police realize the futility of their efforts when they know that the thefts are committed in a scientific manner by a well organized band. Even when the wheels are left in hotels or cafés they are by no means safe, although, of course, the proprietors are responsible, but it does not alter the fact that they are entirely blameless. The waiter in a café sees a man dressed in the garb of a cyclist enter the café and take a wheel. How is he to know the man is not the owner? Besides, the cunning thieves have many tricks they resort to.

"For instance: Recently a man with his head bandaged and bloody came running up to a café, and, out of breath, requested the loan of a machine for the purpose of fetching medical assistance for a friend who had sustained injuries through a fall. In the collision he explained that both their machines had been severely damaged. A bicycle was loaned him, and since then neither bicycle nor man has been seen.

Some miscreant has been sprinkling broken glass on the bicycle paths in San Bernardino, Cal., and has so far avoided capture by the police. The work has been done at night, and many tires have been badly cut up before the glass could be swept off the paths after it was discovered by the authorities.

According to a more or less veracious Irish chronicler, two cyclists, named Rhodes and Mudd, respectively, recently agreed to enter the connubial state. One good purpose was thus served, as Mudd, of course, disappeared upon being merged with Rhodes.

HOME TRAINER HANDICAPS

Tigers Evolve Ingenious System and Prepare an Extended Winter Programme.

After two postponements, the Tiger Wheelmen, New York, succeeded in conducting the first of the winter series of home trainer races planned by them to make things interesting during the dull months. It was a one-mile handicap, run in heats, the prizes being awarded on a system of points, the winner of each heat receiving 5 points. As it was a handicap, with this system of scoring the poor riders have just as much chance for the prize as the crackajacks.

After a tie, F. Gilsdorf, of the Brower Wheelmen, took first prize, with Chris Tulp, of the Tigers, a close second, and they ran the tie off. A. Judge, of the Tigers, was third. Time, 1:17.

Another race is scheduled for next Sunday. These meets, which will be run weekly until February 4, are but preliminaries to the big interstate tournament which the Tiger Wheelmen intend to hold during February and March. All that is known at present is that it will be for the championship of New York and New Jersey, open to all amateurs and run on the handicap plan now being tried in the preliminaries.

It will be run in weekly meets, at which there will be awarded three prizes, but the winners of all heats will be credited with points, thereby making it possible for a rider to win the final prizes, though he might not be able to attend at the weekly meets.

The system of handicapping was a pretty hard nut to crack, but the officials believe they have overcome the difficulty. It is as follows: To begin with, the riders are matched to ride a preliminary heat; this does not actually count in the race, as the defeated rider does not drop out, but the time of both men is taken, and when all the competitors have been tried out the two having made the best time are matched for the first trial heat, and so on down until they have all ridden in this order, the loser in these, of course, dropping out.

As a provision against any of the wise ones working smart tricks in the try outs, the winner is credited with 5 points, which counts in the final score, and as these 5 points might be just what would carry the day, it goes without saying that it is to the rider's interest to win them, thereby insuring square sport. When the first actual heat has been run, the times of the winners are again put in rotation and the second trial heats run off. Then, as there are but few left in the race for the semi-finals—some of the good ones as well as some of the slower class—this is where the handicap is given. For example, A is in the 1:10 class and D in the 1:20 class, but they must come together in the semi-finals. As they have both ridden two heats, their average time is taken, and shows A at 1:12 and D at 1:22, then D gets 8 seconds

handicap, thereby compelling A to ride his record time to win and D to better his a little to get his heat.

In this manner the committee hopes to induce a number of riders who would not think of going up against the top notchers under ordinary conditions to enter these races, and already the showing made proves that the plan is an excellent one. The races are in charge of H. A. Glieman, No. 563 Seventh avenue, New York.

Indoor Riders Form Union and Strike.

Thirty-one Buffalo bicycle racers have organized a "union" and gone on "strike," and unless the walking delegates can make satisfactory arrangements with the military authorities the 74th Regiment's indoor race meet, scheduled to take place to-night, will likely be short of riders. The exigencies caus-

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ing the strike are a bit out of the usual. The officers of the regimental athletic association raised the entry fee from 75 cents to \$1.50, and instead of allowing outside riders two weeks' training on the armory track, cut it down to five days.

The result was the organization of thirty-one of Buffalo's best amateur sprinters into the Buffalo Cyclists' Union one day last week, with these officers to manage its affairs: President, E. L. Aldermoo; vice-president, L. J. Hanks; secretary, R. S. Lewis; corresponding secretary, Adam Fischer.

Tuesday night of this week the armory association published a list of participants for the various events, and A. G. Schue, J. S. Baker and R. S. Lewis, three prime factors in the organization of the union, were scheduled to ride. This has made the members of the union more bitter against the armory officials than before, as the three men mentioned flatly denounce the publication of their names as a fabrication. The union says the publication was made for a drawing card, but the soldiers aver they do not care whether the strikers compete or not.

CHAIRS AND COLONEL

Riders Valued Their Necks, the Military Man Did Not; Fine Row Followed.

Fully four thousand spectators gathered at the Ninth Regiment Armory, New York City, last Saturday night to see the annual games and, incidentally, any excitement that might occur. Their desire for excitement certainly was gratified, as the preliminary to the two-mile bicycle race was sufficiently stirring to satisfy any ordinary mortal's craving for the unexpected.

To be explicit, the trouble arose over the refusal of the riders to take part in the bicycle races while chairs were used to mark the turns. The chairs had been placed on the inside mark of the somewhat elliptical track to prevent the riders from cutting corners. It is well known that bicycle racing on the armory floor is dangerous at all times, and Gus Perden, one of the entrants, proceeded to remove the offending chairs, when the high and mighty colonel of the regiment, who was one of the officials of the games, ordered a policeman to arrest Perden. The officer collared Perden and led him away amid a storm of hisses and jeers from the galleries. A free-for-all fight was narrowly averted. Oscar Goerke immediately organized a sympathetic strike, and the cyclists to a man took their bicycles from the track and refused to ride. After considerable parleying Referee James E. Sullivan ordered Perden released and the chairs removed, and peace reigned once more.

Then the race started. C. B. Bosterling had the greatest handicap, 140 yards, and took the lead, but H. S. R. Smith (120 yards) overtook him in the second lap and finished first, with Bosterling tagging on behind. Summary:

Two-mile bicycle, handicap—Won by H. S. R. Smith, Company K, Eighth Regiment, 120 yards; C. B. Bosterling, New York City, 140 yards, second; H. V. Read, Twenty-second Regiment A. A., 90 yards, third. Time—9 minutes 9 1-5 seconds.

Honors Easy at Twenty-second's Games.

Close finishes in the bicycle races added interest in the 22d Regiment's games in the armory, in New York, on Tuesday night. In the one-mile handicap race C. Gartner (50 yards) came in first. L. G. Weintz, the only scratch man, caught F. E. Adams (30 yards) in the eighth lap, and it was a neck and neck struggle between the two for second place, and Adams beat Weintz by only half a wheel's length. In the two-mile handicap event the scratch riders had absolutely no chance with the handicap men. F. E. Adams was given fifty yards, and won easily. H. V. Read (50 yards) and W. Van den Dries (40 yards) came in second and third, respectively. Summaries:

One-mile bicycle race, handicap—Won by C. Gartner (50 yards); F. E. Adams (30 yards), second; L. J. Weintz (scratch), third. Time, 2:32.4-5.

Two-mile bicycle race, handicap—Won by F. E. Adams (50 yards); H. V. Read (50 yards), second; W. Van den Dries (40 yards), third. Time, 5:01 3-5.

To Improve a Long Neglected Road.

Cyclists who have dreaded the short trip between Jersey City and Newark, N. J., on account of the wretched condition of the only two roads between the cities, will be glad to know that a plan is being considered to improve one of the highways. The plan contemplates the abolishment of the Plank Road across the meadows, and the building of a concrete and granite highway to be 100 feet wide. The plans have been drawn by the county engineers of Essex and Hudson counties, and it is thought that they will be approved at the next meeting of the Joint Bridge Commission, composed of members of the two Boards of Freeholders.

The present roadway is from 22 to 24 feet in width, not including the trolley tracks, which run at each side. The estimated cost of the improvement is placed at \$1,000,000. The land needed for the extra width has been offered by the Hackensack Meadows Co. to each of the counties for a consideration of \$1. As soon as the contract for the construction of the road has been officially awarded, the Meadows company will transfer the land to the two counties. As the present surface of planking will be torn up, a new title will have to be found for the road, and it has been suggested that it called the Essex and Hudson Boulevard.

According to the plans, the road will be widened from the point where it abuts on

the pavement in Newark to the end of the present Plank Road in Jersey City. The engineers' drawings provide for the location of a double line of car tracks in the centre and roadways at each side, with sidewalks on the outer edges. The tracks will occupy a space of twenty feet, and there will be trolley poles in the centre between the tracks to carry the wires. The trolley company has assured the Freeholders that it will plant sod or grass seed between the ties, so as to catch the dust raised by the cars.

There will be a curb at each side of the tracks to keep wagons off, and at intervals of 500 feet there will be openings, so that the road can be easily repaired when necessary. There will be sections of curbing, or bars, however, which will be put up when the openings are not in use by road repairers so that wagons cannot cross the tracks.

The roadways at each side of the tracks will each be 28 feet wide, and the sidewalks will be 12 feet wide. The trolley tracks will form the crown of the road, and there will be a gradual slope on either side to the walks. There will be a bed of concrete, which will support granite blocks on each roadway. A series of sewer pipes draining into the Passaic and Hackensack rivers will run beneath the sidewalks.

One of the features of the winter programme in Paris is a 100 kilometre race, in which two riders are teamed. The time for relieving each other will be left entirely to the rider's discretion.

C. R. C. A. Installs New Officers.

More than one hundred members were present last week at the meeting of the Century Road Club of America. After hearing the report of the secretary-treasurer, which showed that the New York State division of the club was better off financially than at any time during its history, Mr. Campbell, the new centurion for 1905, was installed in his position, as was also the secretary-treasurer, Frank E. Mommer.

The speech of the evening was made by Henry Velt, the new national secretary of the road club. Speeches were also made by P. A. Dyer, who has been elected national president of the club for the second time, and Gilbert C. Badeau.

The Finest Road in the World.

So often have the praises of the Grand Trunk Road of India been sung that it has been everywhere accepted as gospel. "Three thousand miles of the finest cycling track in the world," is the way it has been described. Now comes an Englishman, Dr. Workman, and his wife, who have been over the road, and their report, as chronicled in their book, "Through Town and Jungle," demolishes at one fell swoop the idealistic descriptions of previous writers. They declare the road is "no better than it ought to be," a rather vague but perhaps readily understandable characterization.

READING STANDARD

Reading Standard Bicycles

are made right and sold right.

Write for our 1905 Catalog and Agents' Prices.

Be awake and do so now.

READING STANDARD CYCLE MFG. CO.

READING, PA., U. S. A.

Makers The Thoroughbred Motor Cycle.

Distributors for So. Car., Ga., Fla., Ala., Miss. and Tenn., ALEXANDER-ELYEA CO., Atlanta, Ga.

Pacific Coast Distributors, THE BRUNETTE CO., 461 Mission St., San Francisco, Cal.

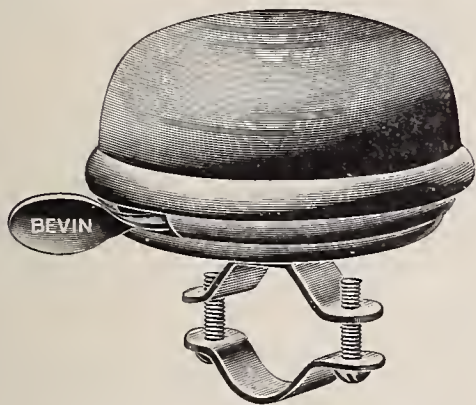
READING STANDARD

THERE IS

No Good Reason

why you should not
buy

BEVIN BELLS.



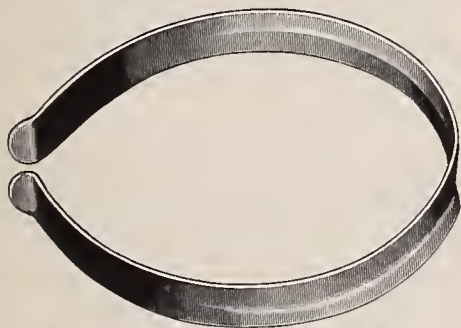
There are a good many good reasons why you should buy them. If you are not "wise," let us post you!

Bevin Toe Clips



and

Trousers Guards



are in the same class with
Bevin Bells.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

CLUB ELECTIONS.

The Chicago Motorcycle Club has elected the following officers for the ensuing year: B. B. Ayers, president; C. H. Hall, vice-president; W. E. Baum, recording secretary; I. R. Hall, financial secretary; L. J. Leininger, captain, and Grant W. Hunter, treasurer.

At the meeting of the Narragansett (R. I.) Wheelmen last week the following road officers were chosen: Captain, Thomas J. Morton; first lieutenant, Everett B. Bryant; second lieutenant, Charles Simpson; color bearer William Murray; bugler, James Gallagher. Two new members were elected.

The election of the officers of the Buffalo (N. Y.) Half Century Club occurred last week, with this result: David Lanigan, president; J. Holly, vice-president; Joseph Nester, recording secretary; Edward Hodson, financial secretary; James Hogan, treasurer; J. Kipp, M. Charas and W. Wilson, trustees.

The Allegheny Motorcycle Club, Allegheny, Pa., has elected the following officers for the 1905 term: President, H. L. Bortel; vice-president, A. L. Schmidt; secretary, William N. Kirk; treasurer, E. Eisenberg; captain, J. Depp; directors, T. E. Trowbridge, Joseph M. Sharp, J. Watson and William D. Porter. The club, which is beginning to feel its strength, promises to "do things" this season, a hill climbing contest and several races being on the slate.

At its annual election last Monday night, the Bell Cycle Club, New Bedford, Mass., chose these officers: President, Phillipe Gallant; vice-president, William Laghlin; corresponding secretary, Edward Burgeois; treasurer, Walter H. Francis; financial secretary, George Bessete; hall committee, Joseph St. Aubin, William Laughlin and Nelson Baillargon; directors, H. La Rose, William Laughlin, Edward Burgeois and W. H. Francis; auditor, Benjamin Burgeois.

The 47th Regiment, of Brooklyn, will give its local aspirants for bicycle honors a try-out next Saturday night, January 28, at the annual games in the armory, in Marey avenue. The principal events carded are one and two mile bicycle races.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

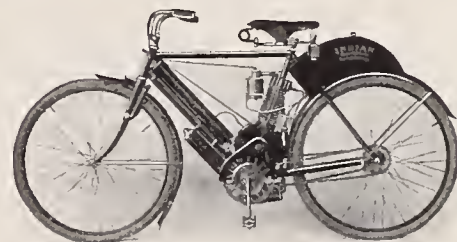
We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.

At the
New York Auto Show

this week the

INDIAN



If not

"The Whole Thing,"

it certainly was

"The Real Thing"

in motorcycles.

It is the only one that incorporates
any innovations or developments
worthy of those terms.

The Double Grip Control,
The Adjustable Cushion Fork,

and the several other new
INDIAN features have
placed it in a class by
itself.

If you did not attend the show,
write for catalogue.

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,

THE BRUNETTE COMPANY

491 Mission St., San Francisco, Cal

Wants a Champion for Washington.

One man in Washington, J. H. Clark by name, is much perturbed because the District of Columbia has no "champion bicycle rider." Nor is his the spirit that "suffers in silence," for he has written to The Times as follows:

"Would you kindly give me space enough in your paper to say a word or two in regard to bicycle racing? I notice there is a 'champion' in nearly every kind of a sport in the District except bicycle racing. When you ask who is the fastest or best bicycle rider in Washington you always hear the same old answer, 'I don't know,' or 'It's hard to tell,' or some such reply as that. I would like to say that, while I am a great lover of that particular sport, I believe and know there are hundreds and hundreds of people in Washington who love the same diversion, but do not have the pleasure of seeing it for some cause or another.

"I have read your paper, and have been a reader of it for a good many years, and I find that the Washington Times is the leading paper in Washington in everything, even to starting up just such sport as that. There seem to be a good many swift riders in this

city, and I think it would be a good thing to start up the once famous game once more. I think most any man, or, rather, bicycle rider, would feel proud to have a medal put on his breast with the words 'Champion of the District of Columbia,' and a bicycle engraved over the top of the words—but with the understanding that he is to defend it at any time.

"I believe if such as that can be done (and I see no reason why it couldn't), it would be the most interesting and the leading sport of this city, because Washington is, no doubt, full of good bicycle riders, and they would give each other a hard time for the keeping of the medal. If the District of Washington has no such thing as a 'champion rider' and the Times will start it by putting up a medal, I think I can go to the quartermaster's storehouse at Eckington Place and find a young man who will ride for it and defend it after he gets it. I just simply mention this, and ask that you publish it, so that it may be urged on, and not dropped right here. I don't think any citizen would object to paying a little toward getting a good half mile or mile track when he could see a good clean piece of sport. I hope the Times will kindly 'push it along,' and give this space in your daily read paper."

Will Feature Home Trainer Event.

The home trainer race which the Tiger Wheelmen held in conjunction with their annual ball last year proved such a success that the committee has decided to hold another at this year's function, which will be held on Friday, February 3, at Teutonia Assembly Rooms. It will be a one-mile race for the championship of greater New York. There will be three prizes, the first being a gold watch. A. Krone, last year's winner, has already entered, and he says he will defend the title with all the muscle at his command. There are about twenty-five entries in at present, with promises of thrice as many more.

Dunkirk to Have a Team.

On Sunday a meeting was held at the rooms of the Dunkirk Cycle Co., Dunkirk, N. Y., at which many of the club's riding enthusiasts were present. As a result of the discussion a racing team was organized to ride under the club's colors the coming season. About a dozen members expressed a desire to enter the team, and some are still to be heard from, the roll being open to all club members. The officers elected were: Henry Schafer, president; Jack George, secretary; William C. Laas, treasurer; Charles Shafer, captain, and George Schied, manager.



TEN DOLLAR SIGN FREE

Many dealers failed to obtain one of these signs last year, and many others want another sign, so that they may have one on each side of their door. To accommodate both of these classes, we have extended our offer to give all a chance to get one, **FREE**.

Save your 1904 certificates and send in your 1905 orders for NEVERLEAK, as early as possible.

A "Brass Sign" Certificate accompanies each dozen 4-ounce tubes of NEVERLEAK. When you have 12 certificates, mail them to us, and you will receive a **SOLID BRASS SIGN**, 12 by 15 inches, entirely free of charge.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N.Y.



Every Dog Has His Day!

THIS IS THE TIME TO

BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.



One of our friends from Bethlehem, Pa., has just written us as follows :

"In snow seven inches deep Mr. Brensinger scaled the old Allentown Road, one of the steepest hills in town, on a Columbia Motor Cycle, with the greatest ease. Yesterday he made a trip, through the snow, over the same road, and attained a speed of twenty miles an hour."

Pope Manufacturing Co.,

HARTFORD, CONN.

and

CHICAGO, ILL.

The Name Bespeaks the Quality.

KNOCK ON!

Colonel Hammer, Knock on!

Every "knock" is an ad., and helps boost the game.

Prospective Buyers know that the Dealer who now decries the

RACYCLE

in the face of its only

Grand Prize

St. Louis - World's Fair

does so because the wheels in his head need re-truing.

Adjust your bearings, and try and secure the agency.

The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO.

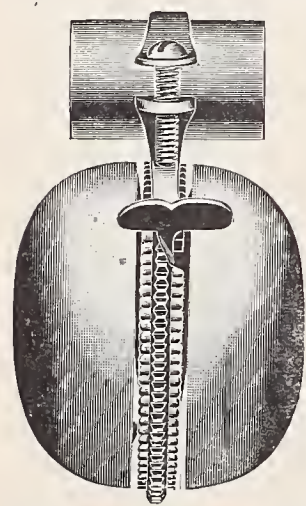
WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—A good Columbia motorcycle, cheap. Write to
J. T. FLUHARTY, Preston, Md.

FOR SALE CHEAP—Bicycle, Sewing Machine and Gun Store. Address O. S., Bicycling World.

FOR SALE—Tribune Motorcycle, new, fully guaranteed; 4 pairs Goodrich, 28 x 1 3/8; all for \$155 spot cash. J. MOON, Allegheny, Pa.

**STARR BELLS**

Our 1905 line of Bicycle Bells is now ready. We have added several new styles, and it will pay you to write us before placing your contract.

The Starr Bros.
Bell Company,
Easthampton, Conn

ALL ROADS ARE EASY WHEN THE

**STAR BALL RETAINER**

IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN ROLLER CHAIN

NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

Bicycle and Automobile SUPPLIES.

Lowest Prices. Prompt Shipments.

JOS. STRAUSS & SON, Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patents.

778,328. Child's Chair for Bicycles. Erik Petersen, Colorado Springs, Colo. Filed March 9, 1904. Serial No. 197,313.

Claim.—1. An attachment for bicycles comprising members having hooked disconnected terminals to engage the under side of the crest of the steering wheel fork, the said terminals being normally spaced apart for a width greater than the distance between the two fork members, whereby when the terminals are sprung to position, they will be positively held by exerting a lateral pressure against the fork members, and adjustable supporting devices carried by the members of the attachment to engage the handle bars.

779,709. Spring Fork for Vehicle Wheels. Carl O. Hedstrom, Springfield, Mass., Filed June 14, 1904. Serial No. 212,485.

Claim.—A wheel supporting fork, consisting of one fork portion supported in the frame, a second and longer fork portion pivotally supported between the ends of the first named portion and constituting a continuation thereof, the upper ends of said two fork portions lying one next to the other; a bolt extending loosely through the crown of said shorter portion and engaging by one end the crown of the longer portion, a spring located in a recess in the latter and bearing against one side of the shorter portion; a second spring located between the opposite side of the shorter portion and the end of the bolt, and two telescoping tubes to inclose said second spring.

Bicycles and Motorcycles

HIGH-GRADE LEADERS.

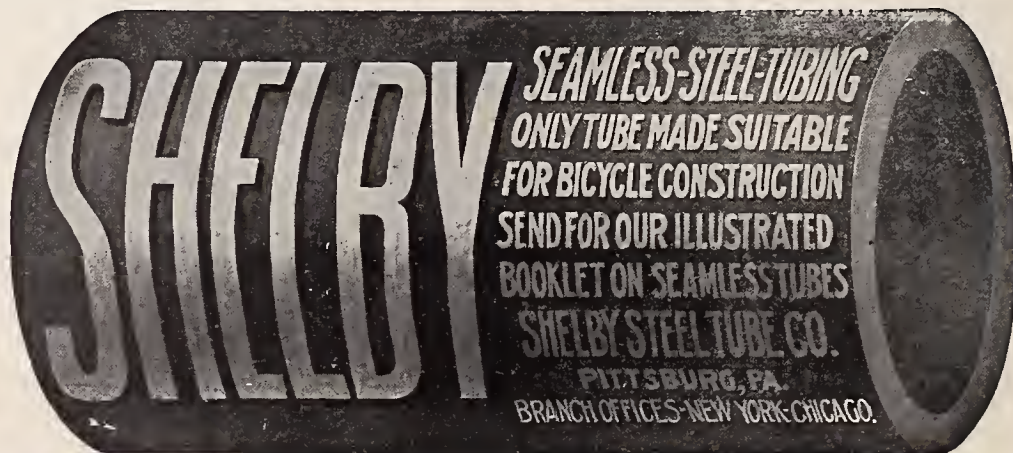
Fowler-Manson-Sherman Cycle Mfg. Co.,
241 S. Jefferson St., Chicago.
Write for terms.

JOHN S. LENG'S SON & CO.

33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

**WORCESTER PRESSED STEEL COMPANY**

Successor to

WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
Automobile and Carriage Fittings. Bicycle Parts and Specialties.

Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, January 28, 1905.

No. 18

RACYCLE MAKES AN ADVANCE

**It Affects but Two Models, However—
Striking Originality in Catalogues.**

For 1905 the only changes in the prices of the Miami Cycle & Mfg. Co.'s product affect the Racycle pacemaker and the Racycle rigid roadster. The former model, which is regularly equipped with coaster brake, will list at \$65, with rigid frame, and \$75, with cushion frame instead of, as heretofore, \$60 and \$70, respectively. The rigid roadster, now styled model 105, is priced \$37.50, instead of \$35, as last year.

These figures are formally made public in the Racycle catalogue, which made its appearance this week—and a striking catalogue it is, too—one quite suggestive of the good old days when enthusiasm ran high.

The design of the cover is drawn to fit the claim, "The Racycle leads where others dare not follow," the whole cover being a representation of a particularly rocky cobblestone course, through which a mountain torrent is racing. A bird's-eye view of three riders of Racycles give the touch of life necessary to the scene. It is an uncommonly original idea, which simply cannot fail to catch the eye of all who may behold it.

The interior of the catalogue, which is a beautiful specimen of the typographical art, is in keeping with the cover. The illustrations are all magnificent half-tones, and with the letter-press guide the reader through the Racycle factory. Workmen, engaged in producing the several important parts of the machine, are shown at their respective tasks, each of which is briefly explained by the accompanying reading matter. Incidentally, this reference to the Miami factory recalls what is not generally known; i. e., that the entire plant is operated by electricity. Steam is used only for heating purposes.

Death of an Early Supporter.

There remain but two living men who originally financed the cycle trade in England, with the death of Mr. John Gulson, of Coventry. Mr. Gulson and other citizens joined together in 1860 to start sewing machine making in Coventry, and when a specimen bicycle came from France the same firm took up the production of this means of propulsion.

Did Good Business in Motorcycles.

While motor bicycles naturally formed but an inconspicuous part of the strikingly successful automobile show in Madison Square Garden, New York, which closed on Saturday night, the 21st, the better known manufacturers of the little power-driven machines obtained a goodly share of the prosperity which marked the occasion. With scarcely an exception, the exhibitors reported an unprecedented volume of inquiries, and while actual orders in numbers were lacking in several instances, there is no doubt that, generally speaking, the exhibitors were well rewarded.

Undoubtedly the most notable example of this sort was the Hendee Mfg. Co., the fame of whose Indian motor bicycle has reached the innermost parts. To say that they were well pleased with their share of the business is to put it mildly.

"Before coming to the show, I mentally estimated that the business we would secure would be about two and one-half times greater than last year," said Mr. Hendee himself, when questioned. "As a matter of fact, however, our actual orders were more than ten times greater than my estimate."

Harris Takes on the Atherton.

Although under other titles it has attained a considerable vogue abroad, the Atherton coaster brake, which is essentially an American invention, now gives promise of attaining a more conspicuous position in the country of its origin. This promise is contained in the fact that D. P. Harris, the well known manufacturers' agent, at 48 Warren street, New York, has taken the American sales agency for the device.

It is to be added that Harris, who has long handled the Kokomo tires in this vicinity, and also the products of the Standard Spoke & Nipple Co., together with a number of others of the most salable wares, knows how to make the most of his opportunities.

The Retail Record.

Fairfield, Maine.—J. W. Sawyer, new store in Burgess Building.

Asbury Park, N. J.—Mark Guy, adding and removing to 406 Main street.

Dodgeville, Wis.—Morsman & Morsman, automobiles and bicycles; new firm.

WILL GET ONE-HALF OF ONE

**Unlamented Ripper's Creditors Obtain a
Crumb—Lawyer Gets the Rest.**

Creditors of the Electric City Cycle Co., Buffalo, N. Y., which went into bankruptcy after the sudden departure of its slippery manager, Victor E. Ripper, will receive the munificent dividend of one-half of one per cent.

In the final order in the settlement of the company's estate, issued on Monday, it was stated that the total assets were \$1,318.03. Of this sum Eugene Warner, as attorney for the receiver, attorney for the trustee and attorney for the petitioning creditors, will receive \$300. Seventeen claims were allowed, and book accounts amounting to \$85 were put on sale and quickly bid in by E. L. Jellinek, a lawyer. Ripper, whose partner swore that, on bended knee, he confessed to forgery, has not been heard from since he disappeared.

Paid 24 Per Cent. Profit.

Additional evidence of the health and prospects of the German cycle trade is disclosed by the annual statement of the Wanderer Cycle Co., of Chemnitz. They not only declared a dividend of 24 per cent, but report that orders in hand are 4,000 in excess of what they were at the corresponding date a year ago. The Wanderer concern goes in strongly for motorcycles, the demand for which, they add, is constantly increasing.

Will Make Duck Motorcycles.

The good behavior of the Duck motor bicycle, which in a small way has been built in Oakland, Cal., for a year or two, has led to the formation of the Duck Motorcycle Co. in that city. It was incorporated early this month with \$25,000 capital, paid in, and these directors: A. W. Duck, E. M. Rockliffe, M. H. Weed and Ben. F. Woolner.

Buell Decides to Quit.

The Buell Cycle & Automobile Co., at New Haven, Conn., is going out of business. It has filed a preliminary certificate of dissolution.

The Evil that Cheap Tires do.

This is a "cheap" age, and among the other deteriorations characteristic and inevitable to that lamentable state tires will surely come, and as they come will occasion more trouble and irritation and loss of custom than any other thing pertaining to a bicycle, says the *Bicycling News*.

Considering how comparatively easy it is to be "spoofed" into buying indifferent tires, and how much worry will surely follow their fitment, the agent will be wise to refuse to accept tires or machines fitted with tires without a guarantee, and when he has this will take particular notice that it is put into operation.

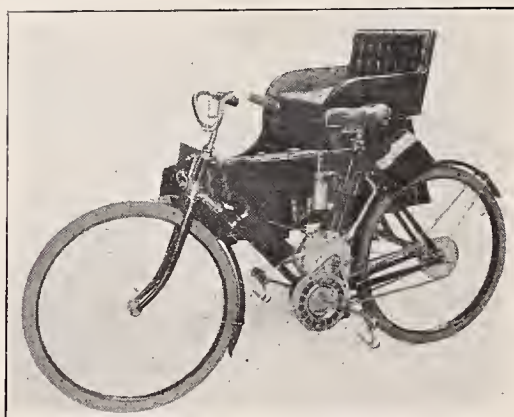
Bad tires have a trick of perishing very quickly on stored bicycles, and the guarantee should not be for less than twelve months. Some of the specimens which have been sent along to us are wretched stuff, the tubes being as porous as sieves, and they have only been in stock a couple of months. It will be far better to have good tires than samples of this kind, even if the profit should for the time dwindle a little more; for if the agent intends to keep in business—and we imagine the majority of our readers desire to do that—he will find that these porous tires, that are cut and gashed as easily as putty, will cause him no end of expense.

The average bicyclist, be it remembered, takes no thought of how a machine is made up, and whatever goes wrong he puts down to the inherent bad qualities of the bicycle as a whole. It is of no use the retailer explaining to him that he has a good machine with indifferent tires. He naturally thinks the agent is in business to supply reliable goods, and if the tale has been told, when the bicycle is bought, that it is safe and dependable, and the buyer finds out to his chagrin and disappointment that the tires are continually "letting him down" or giving him trouble, he would be nothing short of a fool if he did not complain and demand satisfaction.

There is little doubt that first rate tires have a great deal to do with the success of a machine, even though it may not in other respects run so sweetly as one with better bearings and truer build; and the manufacturers of the commoner makes saw this long ago, for on many of the specimens, where the vendors have an ambition to stay in the trade, the best tires are being used, and the machines consequently "stand up," which is more than can be said of those shod with shoddy tires. We are strongly of opinion, therefore, that agents will do well to fit the good class and well known tires, especially since these can be bought at close to the prices of the ones described above. Reputations can easily be lost in this connection; and it will be better to lose a customer than supply him with goods which are absolutely certain to make him talk deprecatingly of their seller. Here comes in the opportunity of a good salesman in plainly pointing out the advantages of reliable stuff.

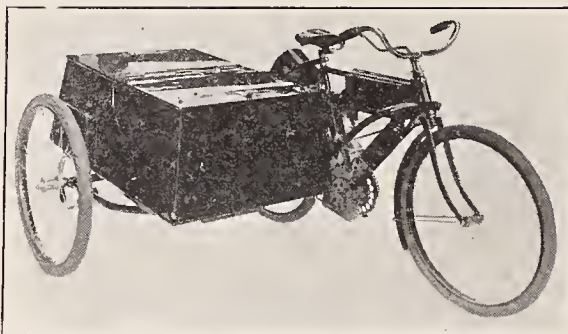
For Business or Pleasure.

In its new form, the Thor side carriage is not recognizable as even a distant relative of the wickerware attachment first brought by the Aurora (Ill.) Automatic Machinery Co. The general principles are the same, but the use of a leather upholstered body gives it a radically altered appearance, as the accompanying illustrations serve to show. This new body is also out of the common in that it is convertible into a delivery box, as



shown; in this form it is well adapted to the use of small storekeepers.

The Thor motor bicycle, designed for use with the delivery box, differs somewhat from the stock machine. The tank which is attached to the upper bar is made of heavier material and is divided into two compartments. The front compartment holds the gasoline, and contains a sufficient quantity



for running the machine from 75 to 100 miles. The back part of tank contains the cylinder oil. Into this, there has been fitted a very ingenious contrivance for oiling. This consists of a pump so constructed that only a certain amount of oil can be fed at a time. The pump can be operated by the rider while the machine is running, and its action is positive. At the back of the machine, above the mud guard, is placed the battery case. This contains three ordinary dry cell batteries. The spark coil is placed directly beneath the gasoline tank. This arrangement of the spark coil and the batteries, it is asserted, simplifies the wiring. The adjustable tread, which is a feature of the Thor side carriage, is, of course, retained; it can be narrowed to 44 inches.

"He who builds a business on cheapness, builds it on shifting sands. The waves of competition weaken it and the storm of adversity carries it to sea."

Popular Priced Speedometer Appears.

What ought to have a ready sale has appeared on the London market—a popular priced speed indicator for bicycles and motor bicycles. It is a simple article, accurately gauged, without clockwork or wheels, and is sold for the moderate sum of \$4.25, and will indicate any speed up to forty-two miles an hour.

It is driven from the friction of the tire and on the feather blowing idea. The spindle runs on a ball bearing, the depth of the latter being half an inch. At the inside end it is attached to a horizontally running fan, the vanes of which resemble those of a turbine. The displacement of air, centrifugally affected, reacts on a double bladed screw propeller, which carries a needle operating on a dial plate. The propeller and needle are check held by means of a light coil spring similar to the type used for a watch mainspring. The correct tensioning of the spring and the degree of wind pressure effecting its movements, plus the right fixing of the driving wheel at the requisite distance from the tire tread (in the case of motorcycles this is 1½ inches from the tread), are the only integral points necessary to insure that the indicator will work correctly. The outfit is exceedingly neat, and includes the necessary means of attachment to the front fork and clip for the handle bar when the special drive is adopted.

A device of this kind not only helps the cyclist or motorcyclist to know accurately the speed at which he is travelling, but at the same time affords a certain amount of pleasure in watching the movements of the dial and knowing exactly when the speed is slackening or increasing.

"Alice" Makes Her Debut.

The 1905 addition to the "Goodrich Girls" is "Alice" (from Rubberland). She's so sweet and fair, as embodied in a life size portrait in delicate tints and shading, that every one in the trade who is favored will agree that "The Lady for an Order" is certainly a fair exchange, and many will doubtless duplicate before they really need the goods to try to get a second copy of her. This B. F. Goodrich Co. lithograph is not only of the usual highly artistic conception, but is gotten up in fitting style. It is on a substantial backing ready for framing, and its intrinsic value is evidenced by the fact that to the "rank and file" it will be necessary to "dig down" to the extent of 75 cents to get a copy of "Alice." But whether it's the latter or an order, she's worthy of it.

Miss Breese's Wonderful Motor Bicycle.

According to a Rochester paper, Miss Eloise Breese, one of the best known society young women of New York, is having a motor bicycle specially made for her by an unnamed concern in Rochester.

The paper in question throws this fog light on the construction of Miss Breese's machine: "It will have the piston rod and other mechanism so placed that she can sit beside that part of the framework much as one would in a chair, with her feet resting on a pair of pedals controlling gearing and brakes."

EXCESSIVE COMPETITION

Here's a Novel Explanation of it—Trade Secrets not Sufficiently Guarded.

It has often occurred to me that a portion of the excessive competition from which cycle agents suffer is distinctly traceable to the free manner in which some agents talk to those who come into their shops, as well as to the highly technical information that is to be found in some price lists, says a writer in the Cyclist. You should bear in mind that the agent holds his position mainly by the reputation he has secured as being an authority on cycle construction, and if you go out of your way to make all your customers as wise as yourself you are only hastening the day when that prestige will fail to be of material service to you. You can be affable and courteous with all inquirers without giving them lessons in practical mechanics free of charge, and without disclosing the place of origin and cost price of what you have to sell—but I have known agents foolish enough to produce invoices upon the slightest provocation, in order to demonstrate that they are not asking an exorbitant profit.

No other tradesman will tell you where he buys his goods from and what he gives for them. Try your draper, and you will find that, although he will lay himself out to sell something to you before you leave the shop, he gives nothing away that will enlighten you as to how to start in opposition to him. He may tell you that certain stuffs come from Bradford and certain silks from France, but he never gives away the maker's name and address, yet he manages to sell you his goods.

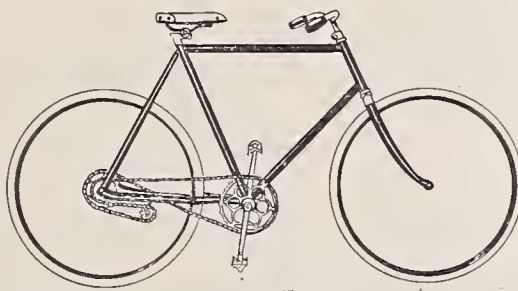
These remarks apply with equal force to the agents' workshops; whether you are building up machines, effecting repairs or simply affixing a transfer, does not matter, you should rigidly exclude everybody except your own employees. Many times have I seen strangers in repair shops, even at times helping to do their own repairs; this system of publicity is pernicious to a degree. Have you ever thought that it not only tells your customer how much you know, but sometimes how little you know! There are times when you receive a ticklish job to do, perhaps a complicated piece of mechanism that you have not previously seen or heard of, when it is a question of using your brains and bringing into play your store of mechanical knowledge; it is very unwise to have your customer looking on, "just to see what it's like," while you are thinking and experimenting to put matters straight. Perhaps the difficulty is removed by a very simple process, thanks to your general mechanical knowledge, and the customer, seeing such a little time spent upon the work, thinks he ought to pay only a trifle for the job, whereas he should pay for your training, to a certain extent, because it has cost you money. The lawyer, doctor and professional men generally charge a big fee to cover their training, and

you are perfectly justified in getting something extra when your own knowledge has considerably shortened the time necessary to spend on a repair.

And if the work should prove difficult to execute it will not enhance your reputation if your customer is in the position to inform his circle of acquaintances exactly how you proceeded to put matters right. I know it is

Novel Two-Speed Gear.

Quite the most novel departure in two-speed gears that has made its appearance in recent years is the device just placed on the market by the manufacture Francaise de Armes et Cycles, of St. Etienne, France. As the illustration shows, it does away with gearing or additional mechanism of any nature. This is accomplished by the employment of three sprockets, two on the rear hub and one supported on a bracket a short distance forward of the rear hub and on the lower horizontal frame.



Starting with the chain at the point where it leaves the pedal sprocket, it runs up and around the low speed rear sprocket, then down and around the auxiliary sprocket on the frame, and from there around the high speed rear sprocket and back in a practically horizontal line to the pedal sprocket. This causes the chain to cross at a point very slightly in advance of the two rear sprockets, and by means of the arrangement of the auxiliary sprocket, which acts merely as a guide, it is prevented from exerting anything but a direct pull, so that by pedalling forward the high speed sprocket is engaged, and by reversing the motion the low speed sprocket continues to revolve the back wheel in the same direction, only half of the chain working at a time, the remainder running idle as in the ordinary bicycle.

Therein lies its greatest and apparently only drawback. A slow speed means pedalling backward, which at first will be awkward for the average cyclist, and particularly on a hill where the low gear is of most value. The inventors think it only a matter of practice and that riders generally will not object, which well may be doubted.

difficult to keep some people out of the workshop; many are naturally of an inquiring turn of mind, and always want to be learning something, a very laudable idea from their own point of view, but it is to your interest to see that they do not acquire their knowledge at your expense and to the detriment of yourself and fellow workers.

It is apt to lead them to execute repairs of a more or less minor character that should

help to keep your own hands busy, and it may develop into their blossoming out as repairers in their spare time, and a lot of money is lost to the legitimate trade by amateur mechanics working in their own back kitchens.

Tire Troubles and a Remedy.

"This year there have been many instances where some of my customers have gone from the ordinary road tire to tandem weights when renewing their tires," said a dealer in a Western town recently. "Although the tandem tires were of the same diameter they rim cut, notwithstanding that they were carefully cemented on.

"The way I overcame the difficulty was to first cement a canvas strip over the rim, its width being slightly greater than the width of the rim, and then cementing the tire on this strip. This makes a perfect job, and greatly lengthens the life of the tire.

"The matter of properly cementing tires is one that is not as well attended to as it ought to be, judging from some of the samples of work that come under my notice. Often tires are recemented to rims without first removing the jabbed edges of the old cement. This soon cuts a tire, and more than once has it caused loss of temper."

Parted from Wife, he Sues Maker.

"If an accident happens sue the maker" seems to be a rule that holds good the world over. As his wife was pretty well shaken up through the parting of the coupling between his bicycle and the trailer in which he was towing her, an Englishman recently brought suit against the maker in Birmingham. Counsel for the plaintiff described the trailer as "an institution which kept husband and wife together when there seemed to be some danger of their drifting apart."

The application of the definition may be realized when it is known that in the case under consideration the lady did drift apart, and, as a contemporary over the water puts it, "suffered grievous hurt through being jammed on the hard 'ighroad in consequence."

Big Order for Magnetos.

Some idea of the tremendous hold the motorcycle has gained in Germany may be had from the fact that as far back as 1903 one of the prominent makers, the Neckarsulm Wheel works, contracted for no less than 100,000 magnetos of the Eisemann system, to be delivered in the course of three years from the date of the contract. This is not alone an indication of the great number of motorcycles that the concern in question thinks itself capable of marketing in that time, but of an absolute faith in the efficiency of the magneto for the purpose.

Cup for Touring Competition.

The Provence Sportive, of Marseilles, has offered a challenge cup for an international cycle touring competition. The rules for the trial have not yet been issued, but it is understood that the event will probably be held in May next, and be over a distance of three hundred kilometres.

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YOU PAY.

May 24, 1904.

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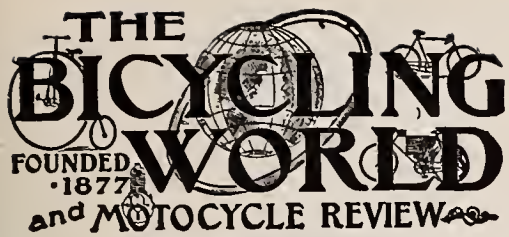
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NEW YORK, JANUARY 28, 1905.

England's Half Finished Devices.

France has betrayed a certain dislike for the English rim brakes, and they were not at all popular in the recent Paris show. But the antipathy did not stop at the brake; it was also extended to its twin brother evil, "free wheel." Both these half finished devices were thought by the French to be worse than useless, and the cause of far more trouble than ever they could do good. A British paper, in quoting this aversion, says: "Perhaps they fear that their gimcrack bicycles would not stand the application of a powerful brake." Peradventure the French look at it from another point of view, and do not wish to risk their lives with one of the English "free wheels" and a "powerful" brake.

As a matter of fact, it is extremely dangerous to equip a bicycle with these questionable devices after being accustomed to riding an ordinary wheel, and would be absurd to ride in a crowded thoroughfare and rely upon the rim brake to do its work of slowing down

when one instinctively relied upon the pedals for this effect. In changing to the coaster brake the same difficulty and awkwardness is not felt that is experienced with the "free wheel," as the backward movement of the pedal slows down the wheel in almost the same manner as a bicycle not furnished with a coaster brake.

Now for the Racing League!

Judged by the tone of the several communications from club officials which have appeared in the *Bicycling World*, it would appear that no great difficulty should be encountered in bringing about the amateur racing league first suggested in these columns.

It requires but the calling of a meeting in order that the discussion be given definite shape. This is clearly "up to" one or the other of the several gentlemen who have interested themselves in the subject and given voice to their opinions.

There is no doubt that a league of the sort would add much point and interest to cycle racing; but whoever takes the matter in hand should guard against a complexity of rules and regulations and an overweight of officials.

As was stated at the time the suggestion was first let fall, all that is really necessary is the nomination, by the several clubs who may enroll themselves, of the man or men who is to represent them throughout the year, and whose scores may figure in the table of weekly results. It should be insisted that absolutely no change in these nominations be made throughout the year. If a man falls by the wayside, or deserts his club, it is merely "a fortune of war," which the club affected should bear with equanimity.

Practically, the only officer who will be found absolutely necessary is the secretary, or record keeper, to whom the verified performances of each man may be sent each week; and, as his work will not require a great expenditure of time or effort, it will be largely a matter of simple record keeping—that is, of keeping track of the riders' performances and tabulating the scores or points each week.

The one other safeguard which should be thrown around the league would be to require that only open races be permitted to figure, and that all such races be regularly organized and promulgated by means of entry blanks and notices in public prints not less than two weeks previous to the date of such races. This is all important in order

that specially and quietly organized events may not be promoted toward the close of the season for purposes that are obvious.

The whole idea of the league is an attractive one, or can be made attractive if the simplicity of the idea is retained. There is no limit to the number of such leagues that may be organized, and they will serve as good purposes in San Francisco as in New York. All that is required is a leader with ability enough to call a meeting in several localities.

Bearings and Cotter Pins.

With the possible exception of the cotter pin method of fastening cranks, no part of the bicycle has so successfully resisted efforts to change it as the cup and cone wheel bearing. To-day the wheels of the safety bicycle revolve on the same type of bearing as did the little wheels of the ordinaries of twenty years ago. It would not be difficult to find cups and cones of exactly the same design as similar parts on dozens of machines of the present days.

In the exhaustive threshing out that the subject of bearings has received it has become apparent that it was the simplicity even more than the efficiency of the cone adjusting bearing that has enabled it to withstand the onslaughts of time. It does not permit of as fine an adjustment as a bearing that has wear taken up through the cup; nor does it require such an expensive grade of workmanship in its construction. But it meets, if well made, all reasonable requirements, and is so simple that the average rider can understand it. We have seen riders who loathed the cup adjusting bearing on their machines simply because they could not make the adjustment with their fingers and a pocket wrench, as they were accustomed to doing with the older style of bearing. Some of them even went so far as to change their machines, solely on this account.

A very determined effort to substitute the cup adjusting for the cone adjusting bearing was made not quite a decade ago. Here it failed after meeting with some success. In England a very different fate met it, for it won greater and greater favor, and is now the standard type. It is a striking incongruity, too, that England, while retaining the cotter pin, should adopt the cup adjusting bearing, and we should have dropped cotter pins years ago and held to the cone adjustment. The latter is almost the only feature of the high bicycle that has not gone by the board.

CORRESPONDENCE.

Defends the Mud Guard.

Editor of The Bicycling World.

Sir: In your issue of the 14th inst you remarked in your editorials that to always carry mudguards is as bad as to go about on sunshiny days with an umbrella. Now, if I am not mistaken, there are a few places on this earth where it is a good policy to carry an umbrella at all times, but be that as it may, there is at least one spot where mudguards are a good thing to take along at all times.

Out here (St. Louis) the natives believe in keeping plenty of water on the streets, and there are few days indeed when one can ride through the city without encountering wet streets.

Prior to two years ago, like every one else, I rode without guards, and it is safe to say that the recording angel was quite busy whenever I took a cycle ride. Since then I have used guards, and now it makes but little difference if the paved streets are wet or not; no longer any irksome pace to keep from being bespattered, and with fiendish delight I run away from my riding companions; there is at least one time when I can run away from them, at least if they have any regards for their personal appearance.

Now personally I care but little how others equip their bicycles, and have been ridiculed so long that I no longer mind it. But I am sure that if guards were more generally used or supplied there would be more riding, at least by those who use the bicycle as a business vehicle. Every cyclist knows how irksome it is to ride on wet asphalt so slow that he will not be splashed up.

To my personal knowledge there were innumerable cases in this city where people quit riding owing to the wet streets.

It won't do for the trade to wait till people ask for bicycles equipped with guards, in localities that have wet streets; they should be pushed forward and the trade should advocate them, at least to those who do much city riding, since it will keep people riding.

I believe the greatest objection to guards on the part of many is that they are liable to rattle and are often improperly fitted.

On the last machine I purchased, one of the best and most favorably known, the guards on both front and rear wheel looked to be neatly and perfectly fitted, but when I started out on my first ride the rear guard, with its rattling, soon set my nerves on edge, and the front fitted so close to the tire of the wheel that it occasionally became clogged. The average man would have probably gotten out his wrench then and there and left them by the roadside. But, being determined to have guards, and having sufficient mechanical ability to be independent of the repair man, I was able to fix things aright, although it was necessary to buy a new guard to fit the front wheel properly.

In several instances I know of it was necessary to refit the guards, which goes to show that makers and dealers need to give these details more careful attention. Improperly fitted guards are an abomination, perfectly fitted ones a boon. MISSOURI KICKER.

Lamp Law Advocate Shows Fairness.

Editor of The Bicycling World:

I notice in the Bicycling World of Saturday, January 21, 1905, an editorial headed "Massachusetts' Two Lamps Law," and would say that your understanding of the measure is not in accordance with my intent when framing it. By the bill, I refer to Senate Bill 14, "An act providing for the safety of those using the highways."

The statute of our State regulating the use of automobiles and motorcycles on its highways is the Act of 1903, Chapter 473. Section 13 of said act defines the terms "automobile" and "motorcycle," and distinguishes between such vehicles and those drawn by horses or propelled by human beings. The distinguishing words used are, "include all vehicles propelled by other than muscular power."

Section 13, referred to, is as follows:

"Sec. 13. The terms 'automobile' and 'motorcycle,' as used in this act, shall include all vehicles propelled by power other than muscular power, excepting railroad and railway cars and motor vehicles running only upon rails or tracks, and steam road rollers."

In view of the use made of the term "muscular power" in the section just quoted, I used this term in framing the bill. A horse drawing a pleasure vehicle is propelling it by muscular power within the intent of the bill as I interpret its provisions.

There is no intent to impose hardship on the cycle rider. If they will so attach a lamp to the bicycle that its rays may be projected on the ground near the machine, so that it will be seen from the rear, it will be a satisfactory compliance with the provisions of the bill.

I will try and have the bill amended to provide for one light on the front of a bicycle only, and to more clearly define what is meant by the term "muscular power," so that there can be no mistake or misunderstanding of the measure.

Although the bill exempts vehicles used to carry merchandise and farm produce, its provisions would cover all vehicles used by farmers other than those used to transport farm produce, and would therefore be less radical in its operation, but would at the same time educate them to the necessity of carrying lights, so that they would later favor an amendment making Section 1 apply to all kinds of vehicles used on the highway.

Personally, I am emphatically in favor of having the measure universal in its application, and would except baby carriages only when used on the sidewalks. If the bill is amended, will send you a copy as amended.

Owing to the inclement weather, the hearing on the bill was postponed until February

9, 1905, at 10:30 o'clock in the forenoon, at Room 426, State House, Boston, Mass.

RICHARD P. ELLIOTT,
Boston, Mass.

LaRue Returns to the Charge.

Editor of the Bicycling World:

Your correspondent (January 14) W. A. Thorburn, St. John's, N. B., in criticising my recital of experience (in having to use continuously the larger part of a 68-101 two speed gear when riding in company with single 90-inch gears, in order to keep pace with them), has merely the assurance to assert that if he "mistake not," Mr. La Rue would, etc., thereby showing that he, also, is merely guessing what "would" happen.

I will confess that it was a similar untried and incorrect guess that brought me into possession of a lower gear that was so small (although the largest offered). I assume he rides a two speed (though he does not so state), and he makes no assertion as to having tried it in company with single gears that were more than ten inches larger. And, moreover, he refers to the average gears in his (possibly arduous) locality as of a size which would probably bring his 68 (if he has one) within the line of my suggestion that the lower part of a two speed should be within 10 of the size of the accompanying single gears.

His suggestion that I would "recognize them (two speed gears) as one of the best recent improvements" is a matter that calls for qualification in answering.

In riding alone, or with similar wheels, I admit his suggestion. But in riding in company with single gears, I insist that the lower gear must approximate the single gear in size (that is, be within 5 or 10 of it), in order to hold the pace; so that the lower gear gives no special advantage over the single gear (in companionable riding); but where the larger gear is considerably above the accompanying single gear, that larger gear gives (or would give, if sold) a very great advantage over the single gear on the more rapid parts of the riding. The present options offered in the two speed gears may suffice for difficult localities, where all gears are low, but they do not meet my requirements in the easy riding of this vicinity.

CHARLES LA RUE.
New York City.

France Hears of a Walthour Fine.

Although nothing has been heard of it in this country, from France comes the news that Walthour's suspension of one year may be changed to a heavy fine. Coupled with this report is the statement that it is likely that the one-time American idol, who fell from grace on the occasion of the last six-day races, will probably compete in this year's Bol d'Or race in Paris. As A. G. Batchelder, president of the N. C. A., is absent from New York this week, it is not possible to confirm or explode the story from France.

GASOLENE IS FREIGHT

So Says the Court, and any Ferry May Refuse Motorcycles—Relief to be Sought.

What has been styled the "ferry test case" has resulted in a decision adverse to motorists of all sorts, motorcyclists, of course, among them.

The decree was handed down by Judge Adams, in the United States District Court for the Southern District of New York, last week; and, quite unexpectedly, he ruled that gasoline carried in the tank of a motor vehicle is freight. It was not surprising that he decided that the automobile which goes on and off a boat under its own power contains fire within the meaning of the federal statutes. But the decision as to gasoline constituting freight is so at variance with the popular notion as to cause people to "sit up and take notice." Until this decision it was supposed to be the source of energy—what blood is to the man.

The case, which was instituted by the Automobile Club of America, took the form of a libel against the ferryboat Texas, the property of the Brooklyn Ferry Co. When the testimony made evident that the proponents were seeking to prove that the explosion in the cylinder of a motor constituted fire within the meaning of the act, the Federation of American Motorcyclists, through John C. Higdon, the chairman of its legal action committee, projected itself into the matter and filed a brief stating the motorcyclists' side of the case. Briefly, this was that as motorcyclists always had been required to trundle their machines on and off the boats, the contention that fire of any sort existed in their machines lacked foundation. This brief was made a part of the record, but motorcycles were not mentioned in Judge Adams's decree. It applies to them only by implication, and holding that gasoline is freight it is, of course, necessarily unfavorable to them.

The Automobile Club of America, however, purposes seeking Congressional relief. An amendment to the law is being framed to cover the points raised by Judge Adams, which will shortly be introduced into Congress, and this will also be supported by the F. A. M.

Automobilists Again Include Motorcycles.

Motorcycles are specifically mentioned in a bill that is being prepared by the Automobile Club of Seattle, Wash., for introduction at the next session of the State Legislature.

The bill calls for a two-dollar license fee and for the display of numbers three inches high. A lamp showing white in front and red behind, with the number painted on the glass, must be carried at night. The muffler must be attached at all times and must not be disconnected within any city or town. The speed regulation clause provides a maximum of 12 miles per hour in cities and towns, 24 miles an hour on country roads. Racing

will be unlawful at all times. In case of an arrest, the motorcyclist may demand a trial immediately, or if a magistrate cannot be found, the arrested person can deposit a bail of \$50 as a guarantee of good faith to return and stand trial. For violation of the act the fine for the first offense must not exceed \$25, for the second offence \$50, nor over \$100 for any succeeding violation of the law. Non-residents are excepted from the operation of the bill if they have complied with the laws in effect in their own States.

The purpose of the bill is designed to provide one State law, and thus wipe out the widely varying local ordinances now in existence.

Road Maps on Postal Cards.

The illustrated postal card mania, which has served to bring the gentle art of correspondence to a point where it is only necessary to write at the foot or all over a gaudily colored photo, "This is where I'm at. Quite well. Yours, etc.," is now being put to a more utilitarian purpose in England. Road maps for the benefit of the cyclist are printed on the blank side instead, and for a mere "tanner" (twelve cents) one can obtain a set covering all the principal routes in the island, from "John O'Groat's to Land's End." Thirty cards complete a set, each one covering 25 to 50 square miles, on a scale of ten miles to the inch—quite a bit of territory for a cent and a half.

Long Test for Light Motorcycles.

The British Autocycle Club's 1000-mile trial for lightweight motor bicycles will be held from April 3 to 8. The weight of the bicycles is not to exceed 100 pounds in complete touring trim, without oil, gasoline, accumulators, lamp, number plates, horn, tool bag or stand; 154 pounds each will be a minimum weight allowed for riders, any weight below this having to be added. The competition will take place from some central point, journeys out and back of about forty miles each way being made each morning and each afternoon over various routes to be selected. Hill climbing tests, brake trials and a speed test will form part of the competition.

Hedstrom Fails to Lower Record.

Oscar Hedstrom, who, with his two-cylinder Indian, is the only motorcyclist present at the Florida automobile speed carnival, which held the boards, or rather held the Ormond-Daytona beach this week, tried for the mile record on Wednesday, the 25th. He covered the distance in 1 minute 2 seconds, leaving untouched the record of 59.1-5 made last year by G. H. Curtiss.

Wants Motorcyclists to Give Bonds.

J. R. Jetton, who represents Rutherford County in the Tennessee Legislature, apparently has no love for automobiles or motorcycles. He has introduced a bill requiring not only that they be licensed and tagged, but that their owners give \$3,000 bonds as surety for any damage they may cause.

McFARLAND IS FREE

Australians Finally Raise his Suspension and Some Unpleasant Things Come Out.

Melbourne, December 21.—The New South Wales League of Wheelmen last night lifted the penalty of three years' suspension meted out to Floyd A. McFarland, and the lanky American is again free to race without let or hindrance. Hardy Downing, the other American who was found guilty of sharing in McFarland's offense, was also relieved of his sentence, as, indeed, were all the other men save Larry Corbett, who won the race and who went to law when he was disqualified and the money awarded to the second man, O'Brien by name.

In this connection it should be made known that the New South Wales League never preferred a charge against McFarland, nor would it consent to the holding of an inquiry.

The facts are, briefly: MacFarland, Major Taylor and others were in the final of the Sydney Thousand Wheel Race last March. Taylor, who was imported by a syndicate, which if not the league council was next door to it, and therefore it was to its advantage that Taylor should win every time. It is said that MacFarland went down more than once that this might be so (for a consideration, doubtless), but in the case of the big race, "Mac" could not get what he considered a fair thing, and refused to pace with Taylor and others. Taylor did not win; that's where the whole trouble lay. Failing the negro to win, the syndicate had a man in front to save their money—O'Brien—who ran second, the race being won by L. Corbett. O'Brien protested against the race being awarded to Corbett, and it was allowed. Corbett took the matter to law, and the syndicate, to save itself, paid the money into court, where it still is—or, at least, what's left of it; the lawyers have had some nibbles. During the inquiry regarding the protest several things were stated, the result being the disqualifications without the men being called to answer any charges. Perhaps it is not difficult to see why the Sydney league would not grant an inquiry. The Victorian League has recently been exerting itself in Mac's behalf, and has brought pressure to bear, and demonstrated to the other body its untenable position. Moreover, the Sydney league has been very domineering of late, fining our men indiscriminately, and if a word of protest was uttered, it was doubled for insolence! Consequently the greater number of the Victorian riders declared that they would not race in the adjoining State under the existing conditions. It seems, too, that they have kept their word, for a big meeting, which was to have been held at Newcastle—the coal city of N. S. W.—had to be abandoned through lack of interest—chiefly Victorian—support. Ellegaard and

Rutt were to have ridden at the meeting, it being arranged by the syndicate which imported them. This lays up Ellegaard and Rutt for some little time, but Lawson, the free lance, has signed in for several places and cut away the ground from under them.

December 23. — Macfarland, anticipating that the disqualification would be removed, had sailed for West Australia, in which State a big race meeting is held annually on Boxing Day, December 26. Mac. raced there last year and won, but there were some funny things reported. The principal race at this meet is the "Westral," which carries \$1,000, \$350 and \$150 as prizes. It is held at Coolgardie, one of the gold fields, and is controlled by the Goldfields League of Wheelmen. When the news of Macfarland's reinstatement was received, the committee met, and it was decided that Macfarland should not ride at the meeting—evidently remembering something of last year's doings. Since this decision was made, three days ago, nothing has been heard of the matter, but Macfarland must have reached the spot before this.

Who's Been Jollyng Worcester?

Word comes from Worcester, Mass., that a number of men well known in sporting circles in Boston have been there this week for the purpose of forming an association to promote professional sprint and paced bicycle racing. They believe that if racing were properly conducted there the promoters would make money. They regard the old steel works site, at Grafton street and Bloomingdale road, as a good location for a track. It is not mentioned whether or not they are partisans of Walthour.

Fine to Prevent Temptation.

Some bicycle thief sympathizers in Birmingham, England, have suggested that all cyclists be fined for leaving their machines unattended in the streets. Their reason is amusing, as they explain that opportunity is so often the cause of a theft. Certainly the numerous fines would be a help to the municipality, but what further good would come of it?

To Celebrate its Quarter Century.

The Union Velocipedique de France will celebrate its twenty-fifth anniversary next month, having been founded on February 6, 1880. Some festivities are to be held on this auspicious occasion, and it is rumored that an amnesty will be granted to most of the French racing men who are under suspension.

Looking Far, Far Ahead.

"When the motor 'bus has ousted the electric car, the existing tramways might be asphalted for the use of cyclists; the surface would keep smooth for a long time, with no horseshoes to dent it," says an inspired English publication, with ideas similar to the mythical residences of Spain.

STRIKE THAT FAILED

Outside Riders Visit Buffalo and the Absence of the Riders was not Felt.

In spite of the refusal of the members of the Buffalo Cyclists' Union to participate in the bicycle races at the annual indoor meet of the 74th Regiment Athletic Association at Buffalo last Saturday night, because the officers raised the entrance fee from 75 cents to \$1.50 and reduced the number of training days, the races passed off very smoothly, and the armory filled early with spectators who wished to get good seats to see the start and finish of the one and two mile bicycle events. Fred Ernst, the speedy young Rochester rider, who won the three-hour race on Prince's track at Troy the previous week, proved the stellar attraction, and won the two-mile lap race from a bunch of fifteen of Buffalo's crack amateurs.

Each race was run in heats. Seven riders mounted their wheels for the first heat in the one-mile open bicycle race. Fred Ernst, of Rochester, had the heat almost won, but got careless and let Whitlock nip him just before the tape was reached. H. F. Cranston, of Brooklyn, broke away from the rest of the bunch and followed Ernst across third. The second heat was a fight between W. H. Reilly, of Buffalo; G. Young, of Buffalo, and Fred T. Wanner, of Brooklyn, for first place. Wanner took the lead from the start, and tried to steal away from the others, but Reilly pulled him down. Wanner's energy appeared to have deserted him after his desperate effort to maintain the lead, for Young passed him on the stretch. Reilly crossed first, Young second and Wanner third. In the final Whitlock jumped his machine at the start and put several yards between himself and his nearest pursuer, and kept this lead throughout the race. The scramble for second place was between Reilly and Cranston, and the former only beat out his opponent at the finish by half a wheel's length. Ernst, it can be safely said, rode in hard luck. Bicycle racing on an armory track has its disadvantages, in that it is next to impossible to pass a man after he has once secured the lead, as it is dangerous to take the turns at any great speed. Ernst's starter was slow in pushing him off, and before he could settle himself in the saddle the other sprinters were half a lap in advance. He caught them, however, but could not get a position with the leaders, and had to be content with trailing in behind. The time was 2:25 1-5.

The other bicycle event was a two-mile lap race in two heats, the first three men in each heat to qualify for the final. W. W. Whitlock, of Buffalo, won the first heat, and Fred T. Wanner, of Brooklyn, and Alfred Mercer, of Buffalo, came in second and third. The second heat was won by Fred Ernst, of Rochester, with W. H. Reilly, of Buffalo, and H. F. Cranston, of Brooklyn, second and third, respectively. The six men lined up for

the finish, and each cherished a fond resolve to take off first prize, and this fact made the race far more interesting to the onlookers than the one-mile event. At the crack of the pistol the coterie of local crack sprinters started off well together. Fred Ernst and W. W. Whitlock executed some skilful manoeuvres that would have been worthy of a Japanese general. Whitlock made a flank movement, which put him ahead of Ernst, and thus they sprinted around the track with the bunch plugging doggedly behind. In the fifteenth lap Whitlock unwisely turned his head to see if he had lost Ernst, and this proved his undoing, for the latter darted across the track ahead of the Buffalo rider, and kept his position from then on. W. H. Reilly rode across the tape third. The time for the two miles was 4:40 2-5. Summaries:

One-mile bicycle race, open—W. W. Whitlock, Buffalo, first; W. H. Reilly, Buffalo, second; H. F. Cranston, Brooklyn, third. Time, 2:22 1-5. Also rode: Fred Ernst, Rochester; G. Young, Buffalo, and Fred T. Wanner, Brooklyn.

Two-mile bicycle lap race—Fred Ernst, Rochester, first; W. W. Whitlock, Buffalo, second; W. H. Reilly, Buffalo, third. Time, 4:40 2-5. Also rode: H. F. Cranston, Brooklyn, and Fred T. Wanner, Brooklyn.

Clever Plea of a Cycle Thief.

"Will you shorten it by two days which I spent on the bicycle?" implored a bicycle thief of a British magistrate.

The thief, it seems, had not used his usual tact in the choice of a wheel, and doubtless, through haste, was forced to take a very ramshackle bicycle. Careering over cobblestones on the machine had the effect of imagining that he had suffered sufficient punishment. The magistrate, however, ignored his petition, and the "poor" thief was bound to hard labor for thirty-two days, according to his own idea.

Hamlet on a Bicycle.

The Japanese version of "Hamlet," as presented by Mr. Kawakami and Mme. Sada Yacco in Kobe, Japan, has been brought up to date with a vengeance. The climax is reached in Hamlet himself, says the "Kobe Herald," when he makes his appearance on a bicycle clad in a bright blue cycling suit and striped stockings.

Baker Wins on Home Trainer.

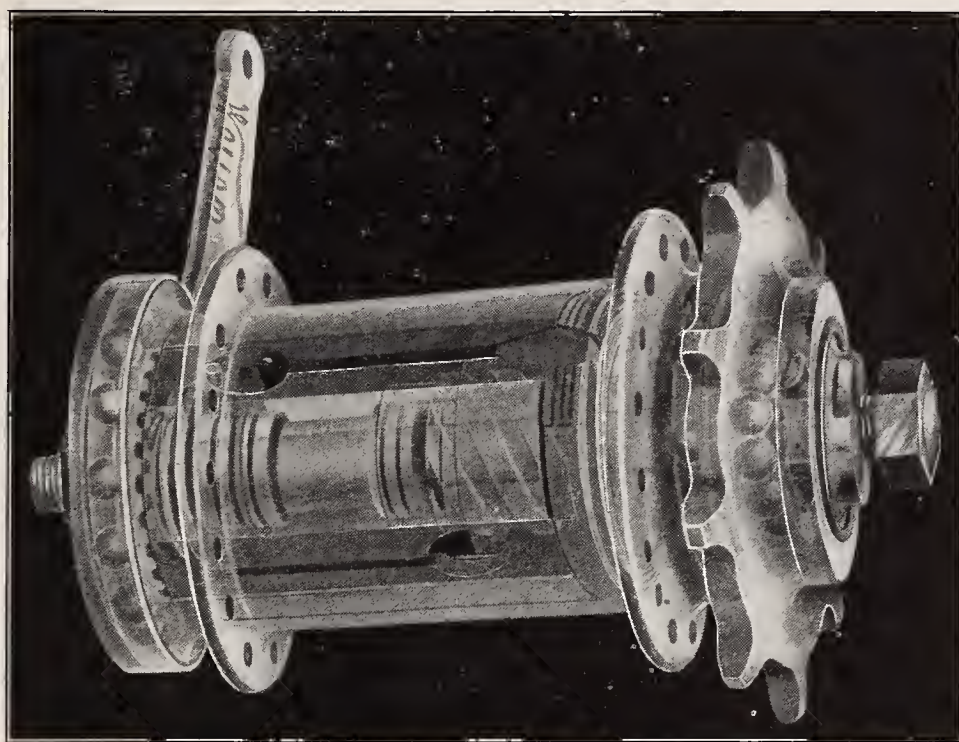
The one-mile home trainer contest conducted by the Helvetia Wheelmen, New York, on Saturday last, was won by F. Baker, of the promoting club, in 1:07 4-5. H. Vandendries, Tiger Wheelmen, and Charles Sherwood, Roy Wheelmen, tied for second prize in 1:08. It required nine heats to decide the contest.

Jacquelin Fleets with Double Defeat.

Poulain won the Paris Winter Championship through a series of successful heats which were held on December 25 and 26 at the Velodrome d'Hiver. On the first day he defeated Jacquelin twice, and in the final contest on the second day he vanquished Baker and Jenkins.

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Also Cal Ideal Pattern or Ramshorn Tops.
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Brass Cast Base Foot Pumps.
" Strap " " " 1 1/2 x 12.
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Brass Floor Pumps, 1 1/2 x 22 inches.
" " 1 1/4 x 18 inches.
" Auto " 3/4 x 20 inches.
"Banner" Cast Base Pumps.
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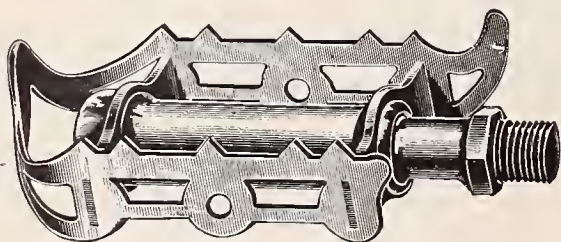
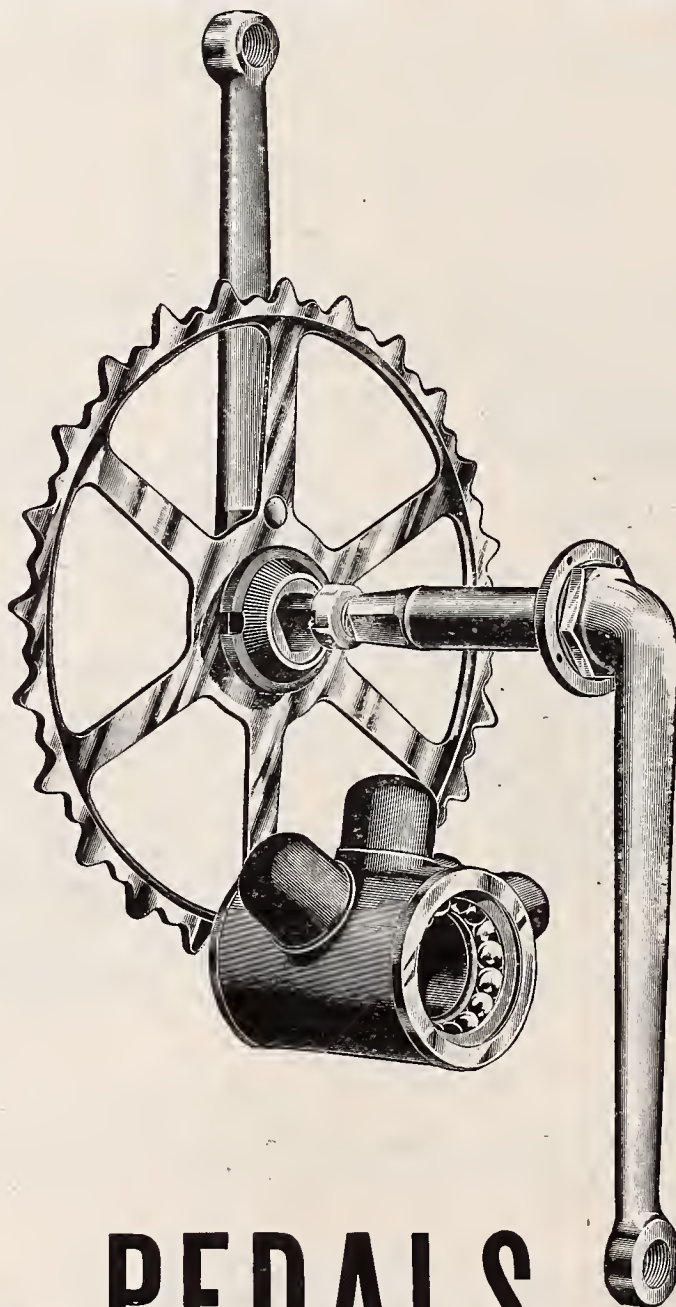
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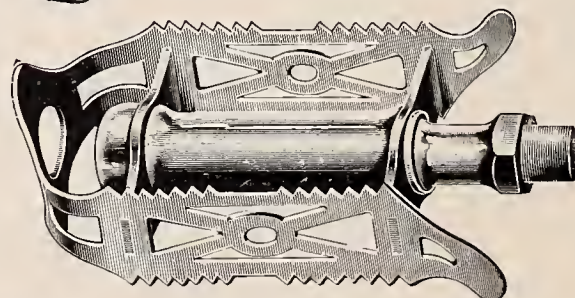
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ROOT AND DORLAN

Something About the Youngsters and What Their Victory Brought to Them.

Though six-day cycle races are roundly abused by the yellow press and ponderous articles condemning it are written by learned editors who never saw any part of such a contest, there are compensations for the competitors, especially if they capture first place. There is, of course, as is well known, the first prize of \$1,500, to be divided between the victorious pair, but there are other and far greater rewards for the winners. Immediately after he had adjourned to his training quarters after his successful mile sprint that eventful Saturday night, Root was waited upon by a theatrical manager, who signed a contract with him and Dorlon calling for their appearance on the stage for twenty weeks at a weekly stipend of \$350.

In addition to the twenty weeks' theatrical engagement, it is quite possible that the pair will receive an offer to appear on some of the European tracks next spring. Root did receive an offer from Robert Coquelle before the finish of the long grind, but Root wanted more money than Coquelle was prepared to offer him at the time. Coquelle told Root that he would talk the matter over with Victor Breyer when he arrived in Paris, and Root is waiting to hear from the two Parisian track managers. Dorlon is not particularly anxious to go to Europe, as sprinting is not his forte, though he is a very strong handicap rider. Root, on the contrary, has a great burst of speed for a short distance, and might do very well abroad after he became used to the European style of racing.

In their training and preparatory work for their successful effort in the six-day race Root and Dorlon upset one of the latest traditions of six-day racing. Many trainers and riders have declared during the last few years that the best and only proper place to train for six-day team racing was on a track, one especially constructed for bicycle racing preferred. At any rate, according to those wise ones, the preparatory work, to be thorough, must be done on a track. Root and Dorlon were not converted to this idea, and did all of their training on the road, using the Coney Island Cycle Path for all of their riding. Nor did "Big Jim" Richards have anything to do with their training, as so many have claimed. They used the Shelter House at the end of the cycle path for training quarters, and they were cared for there by George Bell, a negro trainer.

Their training diet, to quote Dorlon, consisted of "great big beefsteaks, the finest that could be gotten." They trained on the cycle path for about a month after both had had a let-up of a month in racing. Dorlon

was a little fine at the end of the outdoor racing season, and did not compete in the last two meets at Vailsburg, as he went up into the Catskill Mountains to rest for a month and try to put on some weight. He had a nice quiet time hunting and fishing,



EDWARD F. ROOT.

but failed to add a pound to his weight, though he felt much better for the vacation from racing and training.

During the progress of the race it is probable that the pair had the best care of any team in the contest. Dorlon's father was on



OLIVER DORLON.

hand nearly all of the time, and did not stint the pair for money to buy anything they needed. The race cost them over \$400 in expenses during the six days. "Jack" Neville, who has been trainer for champion Frank L. Kramer for several years, was in charge

of their training quarters. He had the assistance of two negro trainers, George Bell and Fred Harris. There was also the chef, a burly Englishman named "Tom," who refused to allow strangers to enter the quarters for fear they would put something in the food; Dorlon's father and brother and Michael McKennan, of Brooklyn. In addition to this formidable staff of advisers and helpers, Dr. C. F. Herman, of Brooklyn, remained with them practically all of the time. He has been the Dorlon family physician for many years, and he kept a close watch on the physical condition of the pair.

Root was born at Providence, R. I., on March 12, 1882. He lived there until he was sixteen years old, when he went to Concord, N. H., where he worked for two years in a store. Before he left Providence to go to Concord he competed in a ten-mile road race, which he won from the handicap mark of 2 minutes and 40 seconds. He had begun riding a bicycle in Providence when he was fourteen years old. He won his novice race at Concord on a dirt track in 1899, just before he left there to go to Melrose, one of Boston's many suburbs. That year he rode in about forty-five road races throughout the New England States and won forty of them. Most of the time he rode from the 30-second or 1-minute mark, though very often he would be placed on scratch when James F. Moran was not one of the competitors, the latter always being placed on scratch.

In 1900 Root took up track racing, and trained on the famous old Waltham track. His companion in his training was Marcus L. Hurley, who has since won the amateur championship four times in succession. Root says about all he got on the track that year was experience. In 1901 he won about four or five firsts, but managed to account for twenty second prizes. In 1902 Root came to the front with a rush as a star amateur. He captured forty or forty-five first prizes in the New England States, and was tied with Hurley for the amateur championship at the end of the season. Root did not want to race in the championship events, but R. F. Kelsey, the N. C. A. representative, made him compete in them.

The tie for the amateur title was decided at Hartford, and Root had to use a borrowed bicycle. His own racing machine had been smashed on a train, and Root borrowed another Yale so he could meet Hurley. His own machine was fitted with a 92 gear, while his borrowed machine was geared to 104. Hurley unintentionally fouled Root in the first heat, but the latter readily agreed to run it over. Hurley won, though most of the spectators thought it was a dead heat. Hurley won the second and last heat by a scant three inches. In the fall of 1902 Root turned professional and entered the six-day race with J. Frank Galvin, of Hartford, as a partner. They finished in sixth place, two laps back of Leander and Krebs, the winners.

Dorlon was born in Brooklyn on May 1, 1886. He began riding a bicycle when he was eleven years old, using his his initial ef-

TRAMPS' AND TOURIST

How he Fell in with the Hoboes and Added to his Experience.

Tramps and bicyclists are not always put on a par, nor do they very often associate with each other, but there is a time when one is glad to meet anything human. An American who last year visited the South of France tells, however, of a trip over the Esterelle Mountain with some not uninteresting adventures of this kind.

On leaving Nice he had resolved to pedal to Paris owing to the low state of his exchequer. The bicycle he rode for the journey was one which he had used for six months, and the tires in that time had given no trouble, not even a single puncture. As the irony of fate would have it, he had hardly covered ten miles of the long journey when the first puncture was experienced. Nothing daunted, he quickly replaced the deflated tire by one of a pair which he had brought with him prepared for an emergency. For five miles the wheel went as well as could be wished. Then came a second puncture, and on the new tire. This was also replaced by the other emergency one. It was not long before a third puncture was experienced. This accident necessitated a stop over at Cannes.

For nearly an hour the disheartened cyclist had nothing to do but wait for the machine. It then began to rain, and by the time he had covered another ten miles the road was so muddy that there was nothing to do but wheel the machine. On the way up the Esterelle he came across a tramp, who afterward turned out to be a carpenter out of work. Together they walked to the first "auberge," where the cyclist and the carpenter tramp took refuge. Two other men of the pedestrian variety then made an appearance, and invited the cyclist to drink at their table. The invitation was accepted, and coffee and brandy were ordered freely by the "hoboes."

The history of their experiences was then told as the brandy loosened their tongues. It appears that they "jumped" trains from one town to another. Their method of cheating the railway companies was a little different from that of the ordinary tramp, who simply looks for accommodation in a freight car. By purchasing a three-cent ticket they managed at times to go as far as a hundred miles. It was rather a risky business, but they had up to then managed to evade the railway officials. One of the two who entered the "auberge" last was a strong man, who managed to make enough money to live comfortably in each town he stopped by outdoing the local champions in weight lifting. The other had a far easier method. Being a person gifted with what he imagined a voice, he unburdened popular airs on the poor villagers; strange to say, to the rural population's intense satisfaction.

The sky cleared, and our cyclist profited and once more pedaled on his journey. The climb became too steep and he was obliged to dismount. Later on he became very thirsty, and could find no drinking water and no friendly house appeared as he trudged on the journey. Passing a cart laden with barrels, which he thought to be milk, he asked for a drink. It was given him, and he drank his fill out of a small wooden cask; only the beverage was not the lacteal fluid he expected, but a kind of red wine. It quenched the thirst, but caused extreme drowsiness, as he had drunk too much, being extremely thirsty.

As he continued the journey on foot he became intensely sleepy and the desire to rest was irresistible. Finally, overcome by the wine, he rested with his wheel at his side. On awakening he found his wheel had disappeared and it was growing dark. Looking at his watch, he saw that three hours had passed since he went to sleep. There was nothing to do but to walk, and, to add to the troubles of the journey, he met one of the police who scour the country in France for tramps and criminals. The gendarme asked him what he was doing at that hour walking when there was no town in the neighborhood. Explaining matters, he was told which road to take. At the next village he went into a restaurant and ordered a meal. His astonishment knew no bounds when he saw his friend the tramp strong man sitting alone at table opposite him.

Immediately the cyclist caught the "hobo's" eye, the latter came and joined the cyclist at the same table. "I have to apologize," said the tramp, "for having temporarily annexed your wheel, but the matter of fact is that in skipping off a train I was seen by a railway official, and the fellow gave chase. We ran for some distance, when I saw you asleep and appropriated the machine, thinking only to aid myself. It helped me to come on here, and now you can have your machine."

How the Tigers Will Celebrate.

Because of the large entry list in the home trainer contest, which will form a feature of their ball to be held on the evening of February 3, the Tiger Wheelmen New York, have more than doubled the prize list.

The first award will be either a gold watch or a bicycle, and tires, saddles, etc., will constitute the others. The Persons Mfg. Co. have contributed two of their saddles, one of them as a prize for the contest itself, and the other to be raffled and the proceeds applied to the purchase of a silver cup to be awarded to the club most numerous represented on the occasion. The Tigers have accepted the condition and are working accordingly.

L. A. W. to Meet in Boston.

President Cooke has called the annual meeting of the National Assembly, L. A. W., for Wednesday, February 8. It will be held at league headquarters, in Boston.

forts a machine that had iron rims. He began to train for racing in 1901, but only competed in two or three contests that year and the next. He jumped into prominence in a day by winning his novice race and the famous "Horse and Buggy" two-mile handicap at Manhattan Beach on June 27, 1903. Dorlon won his heat of the novice event, and took the final in decisive style.

In the handicap the recent novice was placed at 175 yards, as his record justified. He won his heat, and in the final started to ride at a steady pace at the shot of the starter's pistol. The limit men were at 225 yards, and Dorlon quickly passed them and opened up a gap of almost 100 yards between himself and the nearest bunch. It was no spasmodic effort, as many of the back markers had thought, and Dorlon captured the race with about forty yards to spare. The horse and buggy were driven onto the track, and Dorlon drove around the track with his recently acquired prize. He won many lap prizes as an amateur that year, and turned professional to enter the six day race with Root as his team mate. An injury which Dorlon received early in the race compelled them to withdraw after a few days.

Last year Dorlon raced as a member of the Pope Company's Columbia team, and he "teamed" with Joseph Fogler, of the Tribune team, during the outdoor season. The pair, comparative novices at cash racing though they were, made more money during the season than any pair except the redoubtable Kramer-Fenn combination. Dorlon's best performance of the year was his victory in an unlimited team pursuit race, which was run on the last day of the races at the St. Louis Exposition. Dorlon had won a half-mile handicap in 58.4-5 seconds from the 35-yard mark just before the pursuit race was called, but still he won the latter contest for his team after the others had dropped out.

Dorlon declares that he will never again compete in a six day race, but Root says he hopes to enter the next one with another good partner if Dorlon does not change his mind by that time. Dorlon lost two pounds in weight during the race, while Root gained three.

Root declares there is no surer way of becoming popular with the fair sex than winning a six-day race, showing many handkerchiefs of variegated colors as supporting evidence of his assertion.

Shrinking of a Famous Event.

The Paris-Bordeaux race, which will be held on April 23, is not what it used to be. It is now confined almost wholly to the first flight of professional riders, of whom eighteen have entered. This is the tenth year of this race, which was formerly one of the most important French events, and which the Frenchman Rivierre won three times consecutively. The prizes are as follows: To the winner, \$200; second, \$100; third, \$60; fourth, \$40; fifth, sixth, seventh and eighth, \$20, and to the ninth and tenth \$10.

AUSTRAL ON ASPHALT

Famous Race Run on New Track—Lawson Competes, but Middle Markers Win.

Melbourne, Dec. 8.—The event of the year, in the cycling world, at least, is now in progress. The Austral Wheel Race meeting, which has attracted world-wide attention, is rendered the more interesting this year because of its being conducted on an asphalt track for the first time.

For eighteen long years has this important fixture been decided on the grass, during which the promoters had enjoyed a remarkable run of fine weather until the two years previous to this, when Jupiter Pluvius asserted himself. In 1902 the profits were \$3,000 less than usual (the net result annually being over \$5,000 for years together), but last year, owing to several postponements, the expenses equalled the receipts.

Two bad years woke up the committee to a sense of its duty to the sport, with the result that the grass track was relinquished and arrangements made to hold the big meet on the Exhibition track, which was to be reconstructed. This has been accomplished, but not a day too soon; as a matter of fact, the asphalt has not yet properly set. The Austral meeting on the Melbourne cricket ground had become a sort of social function, and those to whom these matters were dear presaged disaster if it were taken from this venue. But those in charge of and interested in the sport and its wellbeing knew perfectly well that the class of racing that was possible on the flat, grass track would no longer answer the requirements of the people who came to look at up to date wheel racing. Necessarily, there was always a sameness about the programme, which had palled on the spectators, save those who were present to see and be seen, and who did not care a rap about the sport, whether it be cycling, shinny or tip-cat. The promoters were compelled to allow from five thousand to eight thousand to enter on the free list, there being the three thousand members of the Melbourne Cricket Club, each of whom was entitled to bring in on his ticket two ladies.

This year the Austral meeting extends over five days, and comprises seven distinct programmes—December 3, afternoon and evening; December 7, evening; December 10, afternoon and evening; December 14, evening, and December 17, evening. At the time of writing the first three programmes have been decided, during which the attendance has been satisfactory, and the meeting may be regarded as an assured success. Apart from agreement and arrangements entered into by the promoters with the trustees of the Exhibition track, grounds and buildings, the actual cost of running the meeting will, I believe, be less than formerly, excepting, of course, the outlay entailed in engaging Ellegaard and Rutt, the Continental cracks, and, later, Iver Lawson. In regard to the two Europeans, the cost is shared by the Sum-

mer Nights Amusement Committee of Sydney, N. S. W., promoters of the Sydney Thousand and other race meetings in New South Wales. Ellegaard and Rutt were engaged to visit Australia before the world's championship was decided in London, and the victory of Iver Lawson was as awkward and unlooked for as it is annoying—to the joint importers of European talent.

Lawson arrived about a week or so after the other two cracks, but did not compete at a meeting in Sydney under way when he landed. He came straight to Melbourne and competed at a meeting a week later, and a fortnight prior to the Austral, at which, on the first day, he rode indifferently from lack of form, but on the second day he won brilliantly the two scratch events and aroused



NEW YORK BRANCH 214-216 WEST 47TH ST.

public interest. This was a much better showing than either Ellegaard or Rutt made in Sydney, and consequently, although entered for and on the scratch mark with his rivals in the Austral, he declared he would not start unless he received appearance money, as was the case with the Europeans. This the promoters were averse to, but, yielding to the pressure of public opinion, he was engaged and raced, and proved himself the star of the meeting, although he was hard pushed by G. J. Farley, one of the local cracks. Lawson won both scratch sprint races—half-mile and one-mile—in the finals of which he was materially aided by Farley, who apparently teamed for the occasion, Lawson desiring to vanquish the Europeans at any cost. At any rate, the meeting, but for Lawson, would have been very flat, and although somewhat chagrined by the non-success of the imported couple Lawson's superiority was accepted with bad grace; indeed, the management still continued to almost ignore him in their advertisements of the second day, and made much—overmuch—of Ellegaard. On the second day, 7th inst., the Austral heat, in which Ellegaard was drawn, was decided, when he

again failed to be placed; but he had a hard and trying ride, Scheps, on 20 yards, having scratched himself, thus leaving the Dane a gap of fifty yards to bridge. He caught the first bunch of riders, but a quartet further out held their advantage, despite that this particular heat was ordered to be rerun, the referees having stopped the race, because, in their opinion, those riders whom Ellegaard caught slowed up as soon as he tacked on. The back markers, however, did not qualify in the second attempt. Lawson's heat has not yet been contested. The only other race that evening in which the cracks were engaged was a half-mile handicap, but neither Lawson, Rutt nor Ellegaard were placed. The honors of the day went to Farley, who scored most decisively. He won his heat from 10 yards in 0:57 1-5, while Ellegaard did 0:59 and ran third, and Lawson 0:57 3-5 for second place. Farley won the final in fine style in 0:57 2-5, when his riding "brought down the house."

It is not, of course, too late for Ellegaard and Rutt to retrieve themselves; the climate may not suit them. Lawson should also improve, and it will be interesting to watch who will prove to be the champion among them. Farley has ever been a brilliant sprinter, but up till last year was most inconsistent. His success may have a beneficial effect and endow him with greater determination and heart.

Dec. 11.—Yesterday Lawson covered himself with glory and had his revenge for the statements that have been made regarding his alleged fluke win in the world's championship. In a mile scratch race for the Blue Riband and Silver Badge of the promoting club he met in the final Ellegaard, Rutt and Farley. He evidently received some assistance from the latter rider, as when in the third lap (five to the mile) Rutt was leading, Ellegaard, Farley and Lawson following in that order, and it was fully expected that Rutt would take out Ellegaard half way round. But he did not, nor even quicken his pace, which was slow; but, three parts round, Farley and Lawson seemed to jump together and went by their opponents like a streak, Farley leading past the bell at a hell of a clip. Entering the backstretch, Rutt and Ellegaard closed up and got abreast of Lawson as the curve was reached, and who appeared as if he was about to be blocked. Coming out from behind Farley, he challenged Ellegaard, but Farley gave him a hard ride up the straight, and only won by half a length, with Rutt third and Ellegaard fourth. Earlier in the day Lawson had met Rutt, Walker and Pye in the final of a mile scratch, when he had no difficulty in defeating Rutt. Ellegaard had qualified for this final also, but in his heat had pushed Walker and put him out of his stride, and the officials disqualified him for the race, Walker as second man, taking his place.

Although much boomed for this meeting, both Rutt and Ellegaard had practically done nothing so far. To my mind, they lack judgment to a degree. They seem not to use their heads any more than a rabbit, and are

therefore easily beaten on points by our men, who, believe me, are adepts. It was even stated that, in the race afore-described, both were acting independently, and the way they rode seems to bear it out. They certainly courted defeat. Farley, although he must have been of assistance to Lawson, and probably arranged to take him out, much desired to win the race, and rode as best suited him. I do not think he would have done any better had Lawson taken him instead. On the same day both Rutt and Lawson qualified to start in the first round of the semi-finals of the Austral. Iver had a hard ride, but Rutt should have won his heat, as he was up with the field at three laps to go, but was beaten by a rider from the 120-yard mark, who led him over the last lap and a half. He rode well, but not wisely.

December 15.—The sixth programme took place last evening, when four preliminary semi-finals of the Austral, consisting of the seconds, thirds and fourths in the thirteen heats, which provided but indifferent racing. In one of these Lawson and Rutt (scratch) competed with Farley (40 yards). The latter waited until the back men picked him up, and the two settled down to systematic pacing to endeavor to overtake the field. Lawson had the misfortune to puncture early, and Farley got up shortly after, but Rutt continued and managed to get fourth place, a long way behind the leaders there were only three left out of nine), having paced right

out. A. J. Clark winning the heat in 4:10. The result of these semi-finals was that Rutt is the only man behind 120 yards left in the twenty-nine men who start on Saturday, the 17th, in the second round of semi-finals, of which there will be three, the first four men in each of these constituting the grand final.

During the programme now being dealt with Ellegaard, Rutt, Lawson and Farley again met in the final of a half-mile scratch, when the Dane had his revenge, beating Lawson by a length. Farley again took out Lawson, rather too early, in my opinion (one and three-quarter laps to go), but Lawson was either riding indifferently or held the Europeans too cheaply, as he did not seem to bustle when Ellegaard came at him with a fine rush, but stayed too long with Farley, with the result that Ellegaard closed in on him, when he had to wait and come up outside. Lawson finished second, going faster but too late; Rutt third. This is the best piece of work the Dane has done during the meeting, and will do him much good, besides materially increase the interest in subsequent meetings of the trio, which will be of benefit to the sport.

Dec. 19.—The Austral meeting was brought to a conclusion on Saturday last, the 17th, before a crowd of upward of twenty thousand. The night was threatening, but kept fine. The three semi-finals provided good sport, while the final itself held the attention, although it was not fast—4:16, as against

4:09, 4:10 and 4:12 in several of the qualifying events. The issue could have easily been decided in half the distance—one mile—as there were two laps to go when the field had bunched. C. A. Best (200 yards) helped A. J. Clark (150 yards), the winner, pacing him, or rather piloting him, for upward of a mile. Clark, however, came away cleanly in the last lap, and won easily. In races like this one, one man has no possible chance on his own hook, hence teaming is resorted to. Clark had a combination of four against him, but when the leader attempted to come round Best responded and kept his man clear. The Austral final this year was a middle-marker's race, the marks of the placed men ranging from 120 to 270 yards, with the exception of one on 300 yards. The winner had a fine reception, his easy, clean and effective style, together with his grand riding in heat and semi-final, making him first favorite. The betting was 6 to 4 on Clark. H. J. Thomas (130 yards) was second, and A. E. Tame (150 yards), third. There was also some very fast racing in a mile handicap, the final being cut out in 1:53 3-5, the scratch men equalling 1:52—not fast enough to overhaul the field. Farley, in the last race, met Rutt (the two being the only cracks left it, the others having retired owing to a sprinkling of rain), and, although Rutt jumped first and got by, Farley gathered himself up and beat him by a few inches on the line. The Australian meet will show at least \$6,000 profit.

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READING STANDARD

TO FIGURE HORSE POWER

Formulae that Apply and Why the Results are not Always Satisfactory.

From the one man, woman or child power bicycle, as the case may be, to the motor-cycle varying from one to several horsepower, is indeed a far cry, and it is little to be wondered at that confusion reigns supreme in the minds of his hearers when the average motorcyclist begins to talk "horsepower."

It is puzzling, to say the least, for two riders who compare the motive power of their steeds to find the larger engine not rated as powerful as its smaller competitor in some instances, while the manner of rating by some engine makers as 2-3 horsepower or 2½-3 horsepower, or 3-4 horsepower, is frequently inexplicable to the cyclist until the fact is known that speed is an extremely important factor in calculating power, and an engine that will produce 2 horsepower at 1,000 r. p. m. will often do better than 3 horsepower at 1,500 r. p. m. A study of the rudimentary principles involved, however, should prove an aid in obtaining a better knowledge of what every motorcyclist should know.

It is a matter of common knowledge that attempting to follow the empirical constants evolved for the steam engine led gas engine designers so far astray in the first instance that one and all dropped them forthwith, and seemingly they have never come together again. The indicated horsepower of any engine is equal to 1-33,000 multiplied by the product of the mean effective pressure, the area of the piston, length of stroke in feet and number of power strokes per minute. In the case of steam engines this is usually expressed by the formula

$$H. P. = \frac{PLAN}{33,000}$$

in which:

P. Mean effective pressure in pounds per square inch.

L. Stroke in feet.

A. Piston area in square inches.

N. Number of power strokes per minute.

Taking into consideration actual working conditions, and allowing for drop in pressure from various causes, the results of this formula will be found to fall within close limits of error. But with the explosive engine so many disturbing factors are present that it is almost impossible to predict from cylinder dimensions, speed and fuel what power a given engine will actually develop. The most that can be done is to say what it should produce, granted that the numerous conditions of effective working are complied with.

Assuming a given compression sufficiently short of the practical limit as not to involve any danger of spontaneous combustion, a speed that is neither unreasonably low nor excessively high, that the various parts have been correctly designed, that the mixture is good and ignition takes place at the proper

point, that the resistance of the various ports and passages is not so great as to prevent the cylinder receiving an approximately full charge, a formula may be evolved which will, as above mentioned, show the best result theoretically that may be expected from an engine of given bore, stroke and speed.

By omitting the compression factor, the man who visits the show or who reads in a catalogue that the stroke and bore of a motor are of given dimensions, and that R. P. M. are of a specified number, may obtain approximate results by following this simple formula, the calculation in this instance giving the brake or actual horsepower.

$$B. H. P. = \frac{D^2 \times L \times N}{18,000}$$

in which:

D. Piston diameter in inches or bore.

L. Stroke in inches.

N. Revolutions per minute.

The denominator varying according to the design of the engine and the character of the fuel.

By assuming a piston speed, this may be simplified to such an extent that, given the piston diameter, what any engine is capable of producing may be known with but little calculation.

General practice in four-cycle engines favors a piston speed of 500 feet per minute, in small stationary and marine engines up to 700 feet, and in automobile motors 800 to 1,000 feet, so adopting 600 feet per minute as a mean, we have

$$B. H. P. = \frac{2 L \times N}{12} \times \frac{D^2 \times 3600}{18,000} = \frac{D^2 \times 3600}{18,000} \times \frac{2 L \times N}{12}$$

=piston speed in ft. per minute, or
=600
L N=3600

in which D, L and N represent the same values as above. Thus with this piston speed the horsepower per cylinder would equal approximately one-fifth of the square of the bore. In other words, an engine, with a 5x6 inch cylinder, should produce 5 horsepower at 600 R. P. M., but this is somewhat lower than the speed of the average automobile motor. The denominator four will approximately express the difference represented by an additional one to two hundred revolutions per minute, and the same engine at 750 R. P. M. will produce 6¼ H. P., and so on in proportion as the speed increases.

For gasoline, E. W. Roberts, in the gas engine handbook, gives the following:

$$B. H. P. = \frac{D^2 \times L \times N}{13,500}$$

and this has been found to work out well in practice.

But the engine builder who blindly follows set formula is vastly disappointed at the concrete result, and the majority of those who have started with them as a working basis, toiled over a long and weary road, full of vexatious obstructions before producing a motor that fulfilled expectations to any extent.

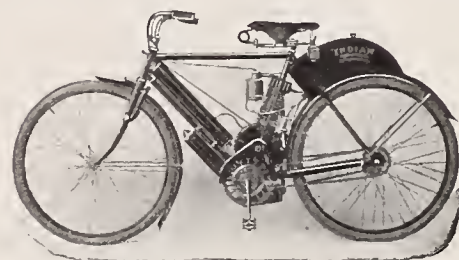
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How Negroes Stole Sumter's Cycles.

Sumter (S. C.) residents who own bicycles may now peacefully repose in their beds at night with the calm assurance that their cherished mounts will not be stolen while they sleep. In truth, conditions in that Southern town have been "doggoned rotten," as one South Carolina "cracker" characterizes it. For four long months Sumter has been infested with a gang of desperate bicycle thieves, and each time a bicycle was found missing from its accustomed repository the male population of the town would gather in little groups on the street corners, and many dire and burning threats were made. Some of the more strenuous ones wanted to lynch the thief should he be caught. But in the meanwhile the members of the local police force blessed with Sherlock Holmes instincts had been working on clues.

The following "special telegram" from the Sumter correspondent, which appeared in an Atlanta daily paper of last Saturday, tells the rest of the story:

"For the last four months Sumter has been infested with bicycle thieves, who have given the police authorities quite some trouble, but at last they have found their den, and have captured three negroes who lived about four miles from town and were running a bicycle shop. They would come to town and steal the bikes and take them to pieces and paint

them a different color, and change the wheels and other pieces and put them on a different frame so the owner would not know his wheel if he was to see it. In this way they have been running their business undisturbed for quite some time, but up to the present the police have brought in about sixteen wheels and are on the track of several more. They think before the whole thing is ferreted out they will get several more negroes, but they believe they have already gotten the main ones. There was one wheel stolen last night from No. 3 West Liberty street, but it was soon recovered. The thief made his escape."

"Justice" With a Very Small J.

There are two speed limits set in Dagenham, England, one for bicycles and another for motorcycles. The absurdity of this legislation was proved the other day in court, when a bicyclist was arrested for overspeeding on the public thoroughfare, and the motorcyclist, who served as pacemaker and wind shield, got off scot free.

In fining the culprit the magistrate explained that, although the motorcyclist was going as fast as the bicyclist, he was not exceeding the twenty mile limit set for that type of machine by the courts, while the man on the wheel was going considerably faster than allowed. When the guilty one paid the fine of \$1.25 the magistrate smiled, and assured the cyclist that it was not a serious offence.

The Duel That Did not Occur.

As much as a bicycle can be to blame for quarrels, it can hardly be said to have caused many duels. However, the other day in Paris a cyclist happened to come out of a side street when a pedestrian was crossing, and brushed against the latter's trousers.

"Sir," said the pedestrian, stopping the cyclist, "You have soiled my clothes." The cyclist turned pale with anger and remonstrated: "I did not. If you were senseless enough to rub against my wheel—well, it is face. Paler than ever and trembling with your fault."

They prattled for some time, until a large crowd gathered. Not to be shamed before so many, the pedestrian slapped the cyclist's excitement, the cyclist, afraid to retaliate the greatest insult a Frenchman can give, said in a loud voice:

"Sir, your card!"

"And yours!" returned the pedestrian. "Tomorrow morning at 7 a. m." Some one glanced over the shoulder of one of the Frenchmen and heard a sigh of relief escape him. There was no address on the card.

Popularity of Paris's "Uncles."

Some curious statistician has recently procured information to the effect that there are 7,500 bicycles in the Paris pawn shops. The government has charge of these institutions and charges 7 per cent. on the loan.



START RIGHT

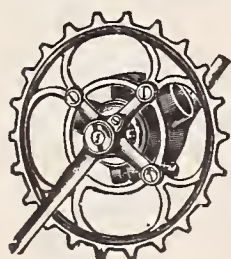
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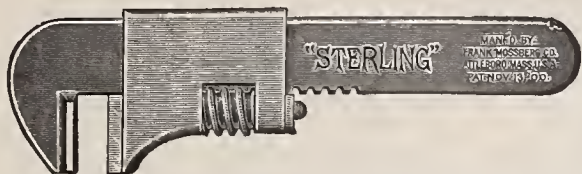
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The Bicycling World.

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The Week's Patent.

780,175. Tandem Seat for Bicycles. Carl O. Hedstrom, Springfield, Mass. Filed May 4, 1904. Serial No. 206,285.

Claim.—1. An auxiliary tandem-seat frame for motorcycles and the like, consisting of a horizontally-disposed member constituting substantially an extension of the top bar of a motorcycle frame, said member having an opening therein; a forked member secured to one end of the horizontal member and extending astride of the wheel to and beyond the axle of the latter, together with means to secure said forked member to the axle, and means to secure the free end of the horizontal member to the frame of the motorcycle, and a seat on said last-named member.

The Newest Loop the Loop.

Another new vaudeville bicycle "stunt" is being performed in Paris which is a kind of perpetual looping the loop. The rotary gyroscope is the name given to the wheel-like arrangement on which the venturesome M. Gast performs. The intrepid "artiste" has to keep up considerable speed to avoid breaking his neck. As he pedals in one direction, the immense wheel structure revolves in the other. To afford the blasé Parisian spectators a little more excitement, the performer stands on the saddle of the bicycle, and in this manner varies the monotony of the proceeding. From all accounts it appears that 150 miles an hour is a snail's pace for a gyroscopist!

Bicycle Thief's Novel Excuse.

"Yes, I stole the bicycle, and consider it a fair deal because some one took mine," was the plausible excuse given by a thief for having appropriated what "wasn't his'n." "If this principle were carried out by all, what a nice 'topsy-turvy' condition would exist. The man who has his house robbed would feel justified in breaking into his neighbor's establishment just to square the account," comments a foreign publication.

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Vol. L.
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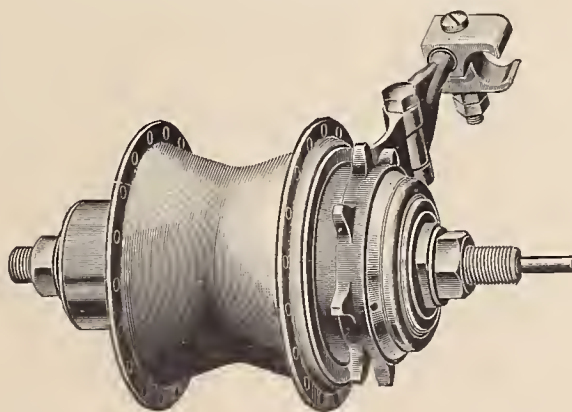
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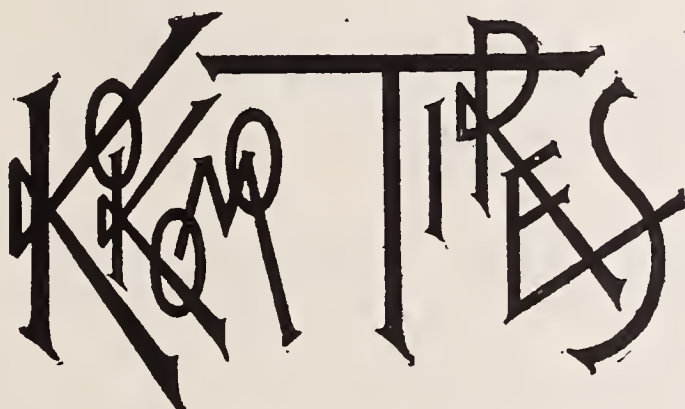
was the first tire in which full dependence
could be placed. The test of time has
but served to strengthen its position as

America's Representative Tire.

HARTFORD RUBBER WORKS CO.,
Hartford, Conn.

**“Age cannot wither
nor custom stale”
the many good points
of**

**DEFENDER
SPECIAL**



**NEW
OXFORD**

**in the estimation of
thousands of
satisfied users**

**Get in line and join the Kokomo ranks
of tire satisfaction**

KOKOMO RUBBER CO.,

KOKOMO, INDIANA.

18 YEARS' EXPERIENCE

has taught us how to build good bicycles
and to sell them at those prices that are
pleasing alike to agents and riders.

THEY ARE THE



and their names are assurances of
worth and reliability.



GENDRON WHEEL CO., TOLEDO, OHIO.

Be sure to get early copies of the

Pope 1905 Bicycle Catalogues.

EVERYTHING IN CHAIN OR CHAINLESS WHEELS

of the latest and most approved construction. Each
model backed by the Pope reputation for quality won
by 27 years of successful manufacturing experience.

MOTOR BICYCLES THAT STAND THE TEST.

Address, Dept. B,

Pope Manufacturing Co.,

HARTFORD, CONN.

CHICAGO, ILL.

PIERCE CYCLES.

You all know them and not a man of you that knows aught but good of them. They always were top-notchers; they always will be.

THE GEORGE N. PIERCE CO.,
BUFFALO, N. Y.

FOR 1905

The YALE and SNELL LINES

WILL BE MORE APPEALING

to Agents than ever before; and that is saying a great deal. Are you "wise"?

CONSOLIDATED MANUFACTURING COMPANY,
Toledo, Ohio.

We Have Commenced Suit

against the CONTINENTAL RUBBER WORKS of Erie, Pa., in the U. S. Circuit Court, Western District of Pennsylvania, for infringement of the Tillinghast patent. We have heretofore obtained an injunction against one of its customers in the U. S. Circuit Court, District of Massachusetts. We desire to notify the trade that all purchasers of single tube tires from the Continental Rubber Works are liable for suit for infringement of the Tillinghast patent.

The following manufacturers of single tube tires are licensed under the Tillinghast patent:

HARTFORD RUBBER WORKS CO.

DIAMOND RUBBER CO.

FISK RUBBER CO.

PENNSYLVANIA RUBBER CO.

INDIANA RUBBER & INSULATED WIRE CO.

GOSHEN RUBBER WORKS.

LAKE SHORE RUBBER CO.

B. F. GOODRICH CO.

GOODYEAR TIRE & RUBBER CO.

KOKOMO RUBBER CO.

INTERNATIONAL AUTOMOBILE & VEHICLE
TIRE CO.

INDIA RUBBER CO.

MORGAN & WRIGHT.

BOSTON WOVEN HOSE & RUBBER CO.

BUY OF NONE BUT LICENSEES.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Not Work, Only Play

TO SELL

RACYCLE

Let your customer get on a **RACYLE** and try it and
the wheel will sell itself.

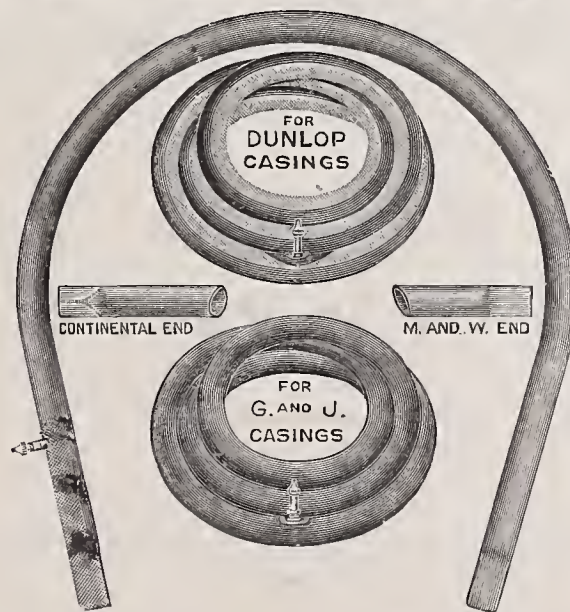
ONCE SOLD, IT STAYS SOLD

Made and Marketed Only by

THE MIAMI CYCLE & MFG. CO.,
MIDDLETOWN, OHIO.

HIGH GRADE INNER TUBES

FOR DUNLOP CASINGS.

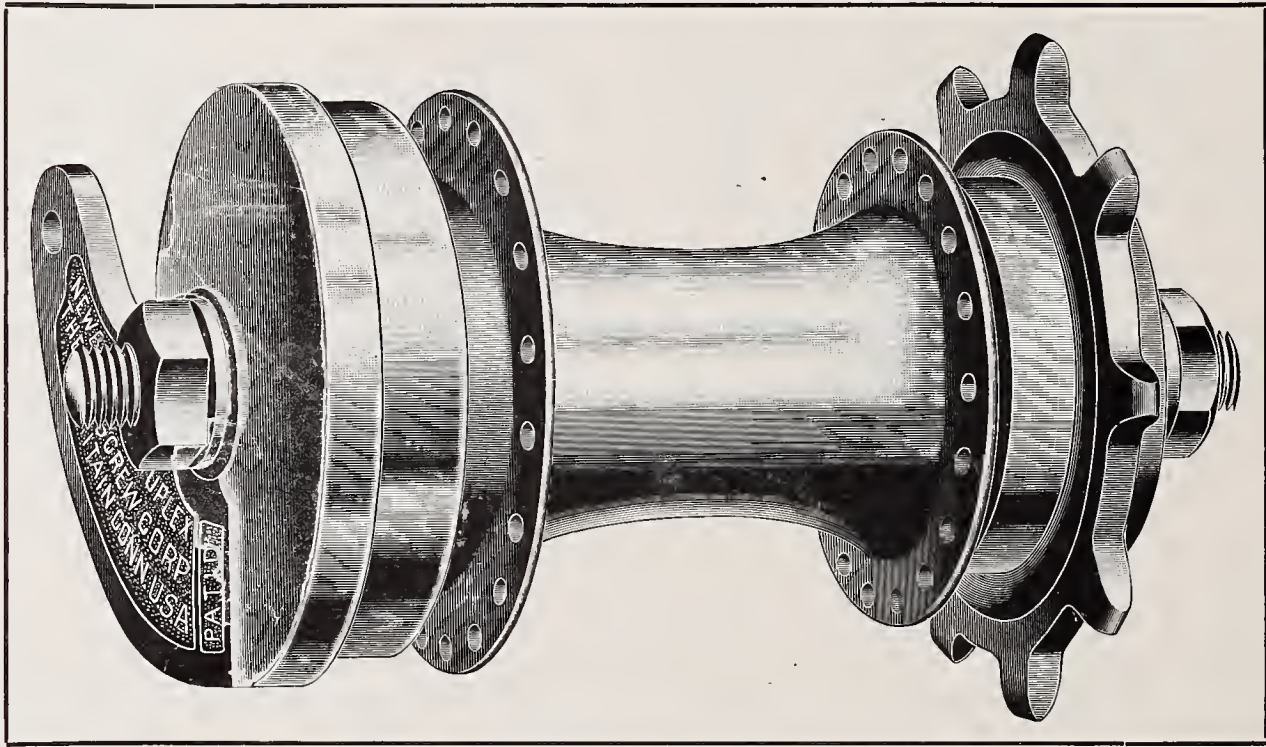


FOR G. & J. CASINGS.

Our Regular Butt End and M. & W. Butt End Tubes for all Casings.

CONTINENTAL RUBBER WORKS, - ERIE, PA.

IN A CLASS ALL ITS OWN.



The Corbin Duplex,

REPRESENTS THE ACME OF COASTER
BRAKE "KNOW HOW" IN SMALL COMPASS.

You'll have to say "Corbin"
to be in the lead.

Corbin Screw Corporation,
NEW BRITAIN, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, February 4, 1905.

No. 19

PASSING OF "12 WARREN"

**Historic Landmark About to Disappear—
First and Last of a Long Line.**

"No. 12 Warren Street" is preparing to move. The old place is all torn up and the goods packed ready for removal, and within a very few days will have been carted far uptown.

With the passing of "12 Warren," there passes the first and the last of those cycling landmarks that linked the past with the present; for, be it known, which almost every man in New York already knows, "12 Warren" is the address of the branch of the Pope Manufacturing Company, for so many years presided over by "good old" Elliott Mason, who really does not look much older than he looked twenty years ago.

The branch was established at that address exactly twenty-one years ago this month. It was the first cycling establishment on Warren street which, in the height of the boom, was fairly peopled with such stores. "No. 12 Warren Street" saw them all come and saw them all go, and now it is going itself—going away uptown to Broadway and Fifty-ninth street, where overlooking Central Park the Pope Manufacturing Company is just completing a pretentious structure, of which Mason will be the manager.

There Columbias, Clevelands and Tribunes will mingle with Pope automobiles, even more than they have mingled with them during the last two years, for the magnificent building—be it known—is chiefly garage; but there will be a generous niche for Pope bicycles and as C. M. Richards, for nineteen years Manager Mason's chief assistant, and "Ike," for the same extended period his chief repairman, and "Bob" Miller, who for ten years has been growing up with the business, all will go with him it does not seem that the big automobiles will be permitted to wholly overshadow the comparatively humble appearing bicycle.

The miniature high bicycle, which, gilded,

has for so many years projected from the entrance of "12 Warren Street" will come down, of course; and one of the last opportunities of the rising generation to set eyes on what is now termed the "good old ordinary," will have passed. The passing of "12 Warren Street" is really in the nature of a cycling event—one tinged with sorrow.

Fisk Sprouts Another Branch.

To their already long list of branches the Fisk Rubber Co. has added one more—Kansas City, Mo. It constitutes the eighteenth of the Fisk institutions of the sort in this country.

In this connection it is not generally known that all of the Fisk branches are equipped with a repair department, complete in every detail—so complete, indeed, that the men in charge, all of whom are first thoroughly drilled at the factory in Chicopee Falls, are, if need be, capable of building a tire from the ground up. This means, of course, that each branch is equipped with a complete battery of vulcanizers, capable of taking any size of tire, whether for bicycle or automobile.

Clark tiets the Clinton.

The Clinton Cycle Works, Frankfort, Ind., which has been closed since December 6, when the proprietor, M. R. Beil, closed the doors and departed for parts unknown, was reopened last week with a new owner and manager, George W. Clark, of Lebanon. After the departure of Mr. Beil, who was a young man, the place was taken charge of by Tighlman Beil, father of the proprietor. He placed the property in the hands of W. A. Morris to sell and he as agent sold the property to Mr. Clark. It is understood that enough was realized on the place to settle satisfactorily with all creditors.

Goodrich Re-elects Old Officers.

The annual meeting of the B. F. Goodrich Co., Akron, Ohio, resulted in the re-election of the old officers, as follows: President, George T. Perkins; vice-president, Bertram G. Work; secretary, Richard P. Marvin; treasurer, W. A. Folger; general manager of works, F. H. Mason. These officers, with George W. Crouse and Charles C. Goodrich, constitute the board of directors.

MAIL FROM SALT LAKE

**Bashful Dealer Lodges a Strong Complaint
Against Racing Men's Practices.**

The investigation of Senator Smoot is not the only thing that is disturbing Utah. The cycle trade out there, or a portion of it, at any rate, has some troubles of its own. They are related in a letter—an anonymous letter—from Salt Lake City with which most of the bicycle manufacturers have been "favored." Although the bashfulness of the writer prevented him from attaching his name or using his letter head, it is fairly clear that he knows what he is writing about. He signs himself "Yours for mutual interest in the bicycle trade, 'A Bicycle Dealer,'" and this is what he says:

"In considering the proposition of judicious advertising, we have taken into consideration the racing man, and we wish to call your attention to the results of our investigation.

"In early years the racing man was a leech on the manufacturer and dealer to such a large extent that the manufacturer almost gave him up entirely, and it was hard for him to receive any consideration at their hands at all until last year, when a certain concern appropriated a large amount for advertising with the racing men for 1904. The result was that other concerns followed in the same path.

"We ask you, gentlemen, to carefully investigate the results.

"True, it creates a few sales among would-be racing men, who come around trying to purchase bicycles on as little down and as little a month as possible, and then as the season progresses, they may win a race or two and will expect the dealer to donate the balance of the account because Mr. So. & So. got his wheel for nothing.

"These wheels have done the trade more harm than anything that has been put on the market. Why? Because Mr. Racing Man would peddle and hawk them around the city and race track at the small sum of \$20 or \$25 each as soon as the bicycles reached his hands.

"We have known people to wait one or two months for the racing season to close, as they

could then buy the racing man's mount for \$10 or \$12 each.

"These are plain facts, and we openly give the names of some riders who have been so unscrupulous as to openly peddle and hawk about the city new bicycles which have been intrusted to their care, and which they did promise to ride on the track for the season, but instead offered them for sale without even riding them.

"N. C. H— received two Hudson bicycles, and one was sold before he reached Salt Lake and the other was for sale as soon as he arrived, for the sum of \$25, which he asked, but he did sell it for \$20. This was a detriment to the sales of all dealers in this city. At the same time he paid cash for another bicycle, and shortly after said he wished he could sell this wheel, but could not because of an agreement with Mr. Dealer, who was here to see that the agreement was not broken.

"F. A. M— had a Yale that he said had never been out of the crate and could be bought for \$20. Just think of a racing man selling his new racing wheel for a measly little \$20!

"W. E. S— received two Columbias, enameled Tribune blue, with the Tribune name plates. These he offered for \$35 each, but did sell them for \$25 each, and he never used either bicycle. Again we ask, where does the manufacturer or the dealer get any benefit from such advertising? As this is peddled about the city by boys who loaf around racing quarters and are too ready to give it out broadcast, simply to help Mr. Racing Man to find a purchaser for his mount.

"Now, in justice to the dealer and the manufacturer, we consider that the little games of this profession should be stopped, and that these men be made to pay for their bicycles as a man has to pay for his tools. This, we believe, would put a stop to this ungrateful knocking, as we must call it.

"We don't know of a single racing man in the professional class (who has come under our observation) that would hesitate at doing as we have stated, get a wheel for a certain purpose, and then sell it for a mere song.

"And the first proposition that confronts us for 1905 is that G. H. C— (another racing man) is corresponding with a customer of ours that we had partly agreed to sell a bicycle, and he (G. H. C—) offers to furnish him a Columbia, Pierce, Tribune, or any other make of high grade bicycle for from \$22.50 to \$25. This hurts the bicycle business more than you can imagine, as this party is scattering the news broadcast about the city. How cheap he can buy a bicycle.

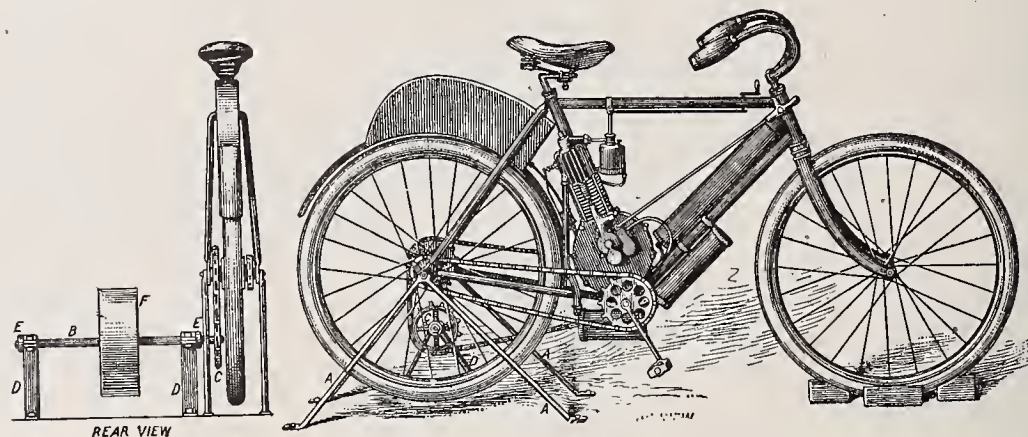
"We ask, is the racing man an advantage to the bicycle business when he has been handled as in the past year? In our opinion and our past experience he is a detriment to the bicycle trade, and especially so when the factories are handling him as in the past year, viz., handing out the bicycles for nothing.

"We hope you understand us thoroughly and will take this matter under careful consideration, for there is no doubt that it is to our own mutual benefit."

NEW USE FOR MOTORCYCLE

How an Ingenious Jerseyman Runs His Shop with it and Gets Pleasure, too.

Slowly but surely the far reaching utilities of the motor bicycle—some of them unsuspected—are being realized and are coming to the surface. While its maker designed it chiefly as a means of locomotion and pleasure, that it is capable of other uses, among others of actually adding a power plant to a small shop, remained for J. I. Marion, an ingenious New Jersey wheelwright, to effectually demonstrate.



"I use the Indian motorcycle, and," to quote Marion himself, "here is what I am doing with it: When the weather is fit I ride anywhere from 50 to 200 miles, and have ridden 225 miles in one day; bring it home, put it on a stand I made myself and run a Champion drill press No. 7, horse clipper, grindstone, and I mean to get a lathe and emery wheel and run it the same way.

"I have made a tandem attachment, and frequently carry a friend on my pleasure jaunts.

"Here you have a machine with which you can operate your shop all week, and which, on Sundays or long evenings, by merely spending five minutes to remove it from the work rack or stand, you can use to go out with the ladies," Marion adds enthusiastically.

How to use the motor bicycle as a shop power plant he explains as follows, the explanation being assisted by the accompanying illustration:

"First make a stand to raise the rear wheel from the floor, as in Fig. 1. Then block the front wheel with four blocks, one on each side of the wheel, and one in front and rear of the front wheel. Make the stand, A, to attach to the rear axle and screw fast to the floor. Then make the small shaft, B. Get a twenty-tooth quarter-inch sprocket, C, and fasten on the end of the shaft. Have it flush. Then make the journals or bearings, D, to hold shaft and put the collars, E, on to hold in the place. Then set directly under the large sprocket of the rear wheel of the motorcycle. Fasten there, and get a chain long enough to reach all the way round.

Make the pulley and put it on. Make pulley F, 6x3 or 4x3, whatever speed you want. You can set the machine upstairs or down and run the belt from the spark shaft to the line shaft, and everything is complete. You can run anything from the line shaft you like, as the engine has as much power as any 3 horsepower stationary engine.

"In this way it is unnecessary to have two or three gasoline barrels around and a tank. You can simply fill up the tank on the bicycle, which holds one gallon and ride a hundred miles. When you come home, get your tank filled at some store for about 14 cents and you have enough for the week. If it gets dry working overtime, take three cents and the bottle and get a pint."

The Demand for a Goodyear Tire.

Sam G. Rigdon, that energetic emissary of the Goodyear Tire & Rubber Co., was in New York this week on one of his periodical visits. While here he chanced to pick up a copy of the *Bicycling World*, and, turning to the Goodyear advertisement, looked at it admiringly.

"That 'ad,'" he finally commented, pointing to it, and which contains an illustration of the Goodyear cushion pneumatic, "has brought us quite a few returns. It would surprise you," he added, "to know the steady demand that exists for that tire. No, I don't mean to say that we pick up any large orders, but there is a steady demand, nevertheless. The orders are for one, two, five or ten pairs.

"Where do they come from? From all parts of the country. The day I left Akron, for instance, we received an order for five pairs from Richmond, Va. There are a lot of people who desire to be absolutely insured against tire troubles, and that tire fills the bill."

No Changes in the Standard.

The Standard Spoke and Nipple Co., Torrington, Conn., has re-elected all of its old officers for the ensuing year, as follows: President, John F. Alvord; vice-president, George J. Capewell, of Hartford; secretary and treasurer, Bryant S. Keefer; directors, the above officers, with Clive B. Vincent and George J. Capewell, jr.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

LOSS OF HALF MILLION

Export Shrinkage of 1904 Almost Reaches that Sum—Biggest Gain in Cuba.

In exact figures, the United States lost \$477,272 in export trade in bicycles during 1904. Of course, it is in no sense a surprise. The monthly reports, which except for a couple of small spurts early in the year, having disclosed the steady shrinkage and prepared all concerned for the big drop. December was a fair month and broke nearly but not quite even with the corresponding month of 1903. The total shows a small loss but the shipments of that month to the United Kingdom and to Belgium served to bring those countries into the column of increases. All other European countries are on the wrong side of the ledger, France being \$26,000 "to the bad"; Germany is off \$20,000, Italy \$22,000, Netherlands \$34,000, while the other European countries incline in the same direction to the extent of \$32,000.

The greatest slump is, however, in Australasia, whose purchases dropped off \$161,000. Japan, which despite the war remained the biggest buyer fell away some \$75,000. Africa went off \$40,000 worth and the East Indies and Philippines \$10,000 each. All the other losses, save British North America, were under the latter amount. The purchases of the country north of the border, were \$40,000 less than in 1903.

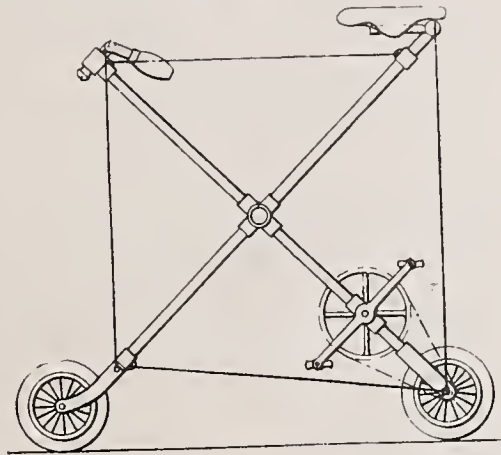
Thanks to the December demand, gains were made in England and Belgium, as stated—\$9,000 in the former, \$5,000 in the latter. But the greatest increase, strange to say, was in Cuba; in round figures it amounted to \$18,000. The other advances of moment were made in the other warm countries—Argentina \$7,000, Colombia \$45,000, Brazil \$4,000, and Central America \$2,500.

The figures in detail follow:

| | Twelve Months | | | | |
|--|---------------|-----------|-----------|-----------|-----------|
| | December— | December— | December— | December— | December— |
| | 1903. | 1904. | 1902. | 1903. | 1904. |
| Exported to— | Values. | Values. | Values. | Values. | Values. |
| United Kingdom | \$9,972 | \$18,325 | \$368,227 | \$241,963 | \$251,075 |
| Belgium | 3,513 | 5,657 | 48,006 | 50,940 | 55,419 |
| France | 1,851 | 1,563 | 200,065 | 105,543 | 77,836 |
| Germany | 4,463 | 4,735 | 253,101 | 134,355 | 110,905 |
| Italy | 8,396 | 603 | 65,994 | 57,423 | 35,980 |
| Netherlands | 6,317 | 2,904 | 135,578 | 113,148 | 79,310 |
| Other Europe | 13,337 | 2,312 | 292,520 | 185,764 | 153,849 |
| British North America | 12,219 | 1,384 | 171,349 | 159,507 | 112,443 |
| Central American States and British Honduras | 281 | 242 | 3,258 | 2,848 | 4,376 |
| Mexico | 4,380 | 3,532 | 27,052 | 54,137 | 44,203 |
| Cuba | 1,685 | 2,257 | 12,320 | 17,199 | 33,838 |
| Other West Indies and Bermuda | 3,724 | 3,332 | 47,074 | 33,892 | 33,404 |
| Argentina | 221 | ... | 10,171 | 12,118 | 19,321 |
| Brazil | 903 | 1,434 | 6,799 | 9,225 | 13,284 |
| Colombia | 42 | 356 | 937 | 797 | 5,363 |
| Venezuela | 155 | 76 | 462 | 535 | 408 |
| Other South America | 1,122 | 1,367 | 19,844 | 18,865 | 14,433 |
| Chinese Empire | 102 | 528 | 25,794 | 20,193 | 12,336 |
| British East Indies | 3,529 | 640 | 54,631 | 26,649 | 16,961 |
| Hongkong | 1,435 | 216 | 5,640 | 8,475 | 3,761 |
| Japan | 37,646 | 25,805 | 419,767 | 409,182 | 333,885 |
| British Australasia | 46,785 | 20,711 | 221,432 | 333,805 | 172,468 |
| Philippine Islands | 416 | 256 | 19,282 | 26,362 | 6,220 |
| Other Asia and Oceania | 1,067 | 2,505 | 28,094 | 24,605 | 19,545 |
| British Africa | 256 | 263 | 114,956 | 43,384 | 6,240 |
| All other Africa | 1,175 | 141 | 10,351 | 8,115 | 4,869 |
| Other countries | ... | ... | 12 | 63 | 88 |
| Total | 164,992 | 101,144 | 2,581,255 | 2,099,092 | 1,621,820 |

Again the Folding Bicycle.

From the number of attempts made, or rather the number of patents actually granted for such a device, one would think that there was as much demand for a folding bicycle as there is for a folding bed. With the cessation of the craze for freak bicycles, the folding wheel, which its hopeful inventor in the majority of instances assured the public would not be an inconvenient hand parcel, was



thought to have gone also, but here is another on which the usual letters patent have recently been granted in England.

Its raison d'être is the same old story—"it can be taken around by the ordinary tourist as luggage," with the added spice of novelty that it will be of great importance to the automobile owner, as it is made so small that it can readily be carried around in a car and used in emergencies. To quote again, "a motor might easily carry one for each of its passengers in the tool box." The upper portion of the illustration shows it ready for use, and the lower folded.

MOTORCYCLES IN SOUTH

Corson Found no Trouble in Creating Interest—Ladies View Them with Favor.

"As one result of my travels," writes E. H. Corson, who after covering the East in the interests of the Hendee Mfg. Co. went South and has just returned, "I am forcibly impressed with this fact: Whenever I call on a subscriber to the *Bicycling World* I find him interested in and ready to talk motorcycle. The indifferent ones are not readers, but in some cases 'used to be.' I think it would be money well invested for the manufacturers of motorcycles to join hands in sending the *Bicycling World* to all of the leading bicycle dealers who are not receiving the paper.

"I am starting in at Buffalo, January 30, to cover New York State, after my two months very successful trip in the South. I could have put in at least two months more there to the best of advantage, for I found the bicycle dealers ready to take on the motorcycle when it was demonstrated to them that I had one that could be relied on. The bicycle business is first class in the South. It reminded me of '93, '94, '95 and '96 in the North. There are but few white ladies riding the wheel in the South, and the reason is that the 'nigger' uses it. They took to the motorcycle kindly, as they said it cost too much for the 'niggers' to have it. Here is a 'tip' for the manufacturer: Get out a drop frame motorcycle.

"I am informed that business is booming in the 'orders department' for 'Indians.' I am not surprised at this, after having put in three years' missionary work, two of which were wasted with inferior machines. On my trip South I sold one machine in about every place (in the few where I did not get an order at the time they will come later), and in some places two and as high as four. How is that for the South?

"I have had no trouble. The 'nigger' took to me, and even took after me when on my 'Indian.' I had no trouble in keeping them from being too familiar, as I only needed to them that it was charged with electricity, or might explode and they would be 'dun gone.'"

New Use for Cycle Saddles.

That the bicycle saddle may play more than the one role for which it was designed and do it well is evinced by its general adoption by the United States government as an adjunct to the naval landing guns, which are included in the equipment of every American man-of-war. The saddle is mounted on the recoil butt of the gun carriage, and forms a convenient seat from which the small rapid fire piece is sighted and fired to advantage.

An order for a large number of bicycle saddles was recently placed by an ordnance making firm with the Persons Mfg. Co., of Worcester, Mass., who are specialists in this line. Curious to learn what they were intended for a letter of inquiry was written, and brought this information.

THE WISE RIDER BUYS THE NATIONAL. THE SATISFIED RIDER BUYS AGAIN.

A sale easily made means quick profit to the dealer. Wherever you find a dealer pushing the NATIONAL, you meet a successful one.

Get in line for the NATIONAL Agency for 1905. You can make money out of it.



WHAT YOU GET FOR YOUR MONEY IS AS
IMPORTANT AS THE AMOUNT
YOU PAY.

May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make. E. F. HAMMOND.

For Agency
Terms address

NATIONAL CYCLE MFG. CO., Bay City, Mich., U.S.A.

EVERY TIRE PRODUCED BY US

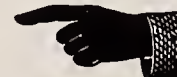
bears the brand

FISK

This conveys a lot of significance to the thinking dealer and rider.



We make no "job lots" or "special brands" to worry the dealer or disgust the rider.



The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave. Chicago, 52 State Street.

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
NEW YORK, 754-756 Seventh Ave.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 893 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
MONTREAL, CANADA.

CHICAGO, 1251 Michigan Ave.
ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

LONDON, ENGLAND.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday
By
THE GOODMAN COMPANY

94-95-96 Tribune Building,

(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

Subscription, Per Annum [Postage Paid] \$2.00
Single Copies [Postage Paid] . . . 10 Cents
Foreign Subscription \$3.00

Invariably in Advance.

Postage stamps will be accepted in payment for subscriptions, but not for advertisements. Checks Drafts and Money Orders should be made payable to THE GOODMAN COMPANY.

Entered as second-class matter at the New York, N. Y., Post Office, September, 1900.

General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 4, 1905.

Two Sides of a Picture.

The racing man's practice of selling at sacrifice prices his mounts or the bicycles which he may win is not a new one, nor has Salt Lake City any more reason to complain of it than other parts of the country, although the author of the communication quoted in another column appears to think so.

Of course, it is irritating to discover that a customer has been lost because of the practice, but there is another side of the picture that it is unfair to keep turned toward the wall and Salt Lake should be in position to realize that fact. For two or three years, while cycle racing has languished in other places, that city has enjoyed an abundance of it. It has provided pages of publicity that has kept the bicycle in the Salt Lake eye. It must have helped keep cycling interest on fine edge and as logically must have, directly and indirectly, served to promote the sale of bicycles.

What harm then if one, two or a half dozen professional racing men have sold their mounts at the end of the season or in mid-season. Has not the effect of the cycle interest they served to create been sufficient to more than balance the account? It would be strange, indeed, if this were not the case. The Utah complainant looks at the matter from the narrow standpoint.

The time may come—as it long since came in respect to tires—when even the most conspicuous racing man will no longer hold interest for the bicycle manufacturer as when perforce he will be compelled to purchase his own mount, but that time is not yet wholly ripe. He still is of some value as an advertising medium and does not deserve to be squelched.

The Salt Lake trade should be glad that it has had so much and so many of him and that press and public have accorded him such encouraging support.

The racing man who really ought to be squelched is the spurious amateur who is given to selling the bicycles, tires and other prizes he may win. He is entirely too numerous and the pity is that there is no organization keen enough to lay hands on him and give him his due—a quick toss into the professional ranks.

Has the Clutch Lost Its Hold?

For a time, it seemed that the clutch or changeable gear as applied to motor bicycles was long overdue. Its value as an aid in surmounting hills and in starting and in riding slowly through traffic made it appear almost a necessity.

Now, if anything, it appears further away than ever before and is so little heeded as scarcely to be discussed—a state of affairs to which significance is added by the abandonment of such a device by the lone American motorcycle manufacturer who espoused it. He frankly admits that he found no real demand for it.

This situation is a remarkable testimonial to the efficiency of the present day machines. Primarily the grip control, which includes the valve lift, is responsible, closely seconded by the compensating or friction sprockets now in quite general use on chain driven motorcycles. Together they solved all the problems involved rendering starting, stopping, and instant increase and decrease of power safe and easy—facility which is heightened by that wrist control of the throttle encompassed by the term "double grip control." Most if not all of the chain-drivers always had ample power

but until these devices appeared, its application was not always gentle or expeditions. The belt machine was ever more gentle but its loss of power, due to the elastic medium of transmission, which made it gentle was not to be gainsaid. But with a few exceptions, more powerful engines have been provided and with the grip control they, too, seem no longer to require a clutch or shifting gear.

On occasion it may yet prove desirable but the occasions are rare and it is extremely doubtful if they ever will be sufficient to compensate for the extra weight, cost and complication of such devices.

Mr. Corson's experience that wherever on his extensive travels he found a subscriber of the *Bicycling World*, he found real interest in cycles and motorcycles, is not surprising. There is no surer evidence of a man's interest in his business or in a sport or pastime than the desire to keep himself informed, which is indicated by his paying for and receiving the particular journal or journals devoted to it. We once heard a bicycle manufacturer of shrewdness, and who amassed his "pile," say that as between two prospective agents, he always preferred and inclined to the one who subscribed for the cycling publications. The latter was certain to prove the "liver" man of the two.

Figures published in another column recording the big drop in the bicycle exports of 1904 make necessary that annual query, delivered largely as a matter of form, What has become of the boasted enterprise and aggressiveness of the American manufacturer? Of recent years it has been necessary to accompany the remark by pointing to the Germans as evidence that those attributes are still as powerful as of yore. The finger again must be pointed that way. The German exports are still mounting higher.

Manufacturers abroad have not halted at applying the magneto to the large and powerful cars, but have with few exceptions modified it to meet the needs of the motorcycle, on which it is now a usual item of the standard specification. It is interesting to note, however, that they did not take mechanical ignition as a starting point, but tried out the battery and coil in the first instance; but one after another discarded it for the low tension magneto, and the number that have retained the former unaltered are now few and far between.

EARLY TOPS 10,000 MILES

Bayonne Man Heads New Jersey Mileage List, which is a Long One.

Although the complete report of century and mileage records of the Century Road Club of America for 1904 has not yet been tabulated, the record of the New Jersey division is public property. It shows that Harry Early, of Bayonne, State centurion, has during the year ridden 10,001 miles, including nineteen centuries. Not being in the New Jersey competition, this riding is credited only in the national contest.

In the New Jersey competition West Hoboken was represented by three of the strongest riders in the division. Emil Leuly can be classed the premier rider for 1904, totaling 6,500 miles, including forty-five centuries. Leuly attained notoriety by his trip, July 31 to August 13, riding from West Hoboken to St. Louis in fourteen days, one of the most creditable performances of the year, for which he will receive special recognition in the list of awards for 1904. H. E. Fisher, another West Hoboken man, rode 6,400 miles, including forty centuries, with O. T. Wilson, 3,000 miles and twenty-three centuries.

Although these three cyclists did the most riding among the New Jersey members, they did not enter, as they should have done, the medal competitions in time to qualify for the division trophies. For the year ending December 31, 1904, P. J. Sheary, of Jersey City, was the winner in both century and mileage, and his riding is recorded under the Century Road Club rules.

The following list shows the standing of all contestants in the New Jersey competition, with the number of miles and centuries ridden, but it does not include all the riding done by division members. Had each one recorded the number of miles during 1904 a total of 88,500 miles, including 263 centuries, would be credited to the whole division, which is an excellent showing. Not only did the road pluggers do well, but the fast bunch taking part in all the road races won twenty-three place prizes.

Mileage—Total miles ridden in competition in 1904: P. J. Sheary, 3,427; M. Drennan, 2,789; F. Hutzwohl, 2,238; J. Ernest, 2,000; J. Downey, 1,438; R. Leuly, 1,225; G. Holmes, 751; J. Giordano, 658; J. McComb, 528; W. Arbeit, 501; D. Hill, 471; P. Lee, 404, and J. Byrnes, 284.

Centuries—Number ridden in competition during 1904: P. J. Sheary, 21; R. Leuly, 18; O. J. Nelson, 10; F. Hutzwohl, 10; H. Fischer, 8; William Davis, 8; J. Simmons, 7; J. Downey, 6; C. F. Hansen, 5; W. Arbeit, 5; C. Max, 5; M. Drennan, 5; W. Thompson, 4; C. Todd, 4; F. Blatz, 4; J. McComb, 3; J. Montano, 3; G. Hidley, 2; W. Joyes, 2; J. Fabile, 2; Thomas W. Davis, 2; J. Giordano, 2, and G. Holmes, 2.

Johnston Gets a Mileage Medal.

Although the number of riders who took the trouble to turn in their mileage this year is not as great as in former years, the annual report of the Eastern Division of the Century Road Club Association, covering the last twelve months, shows a healthy state of affairs.

The total reported mileage footed up to the very respectable figure of 93,069 miles, of which 376 were single centuries, 9 doubles, 2 triples and 1 quint.

J. W. Johnston, of New York, carried off first honors in the competition by covering 70 single centuries, 1 double, 2 triple and a quint in the course of a year, or 10,601 miles in all—almost enough to stretch half way round the globe.

H. H. Cadwalader, jr., of Philadelphia, came next, with 22 single and 8 double centuries to his credit, or a total of 7,913 miles, about equivalent to a ride to Russia and back. From this figure the next highest total dropped to 3,500 miles.

World's Championships at Antwerp.

Arrangements have been begun by the committee of the world's championships for 1905. This year it is the intention to hold the races much earlier than heretofore, the dates agreed upon being July 16, 21 and 23, and the Zuremborg track, at Antwerp, has been chosen for the meets.

The 21st happens to be the national fête day of Belgium, and, the two other days being Sundays, receipts will be very large. The probability is that, contrary to the usual custom, the heats, semi-finals and finals of the professional sprint championships, will all be decided the same day, which will be Friday, July 21. This deviation is for the purpose of allowing "Major" Taylor to compete, as it is well known that he is strongly opposed to Sunday contests and will never enter a race which is to take place on the "Sawbath," fearing it will change his luck and some serious mishap may result.

Crusade Against Sidewalk Cyclists.

The police are "going gunning" for cyclists in Los Angeles, Cal. In one day last week one ambitious member of the force managed to round up thirteen of them for riding on the city sidewalks. One of the number arrested was J. E. Bahrenberg, a physician, who endeavored to excuse his action by telling the judge that he was hurrying to answer a professional call. But apparently the judge considered the number arrested unlucky, as he fined each of them \$2 in costs.

Throttling Amateurism in Germany.

Apparently amateurism is practically extinct in Germany, the German Cycle Tracks Association having formally voted to hereafter term all members who compete "racing cyclists." They will no longer distinguish between amateurs and professionals, although it is naively added that "prizes of honor will still be put up," and that "nothing will prevent amateur associations from engaging the tracks for purely amateur events."

WILL DINE FOR 27th TIME

Boston B. C. will Celebrate Anniversary at Same Time—Kilby's Two Jingles.

The twenty-seventh annual dinner of the revered Boston Bicycle Club has been fixed for February 11—the date of the twenty-seventh anniversary of the club's birth. The announcement of the dinner is in keeping with the club's traditions. It says:

"There is but one older club on earth, and only either two or three on the other planets. The Aristocracy of Wheeling, the Elect of Cycledom, will dine on that occasion at Hendrie's, the old familiar Hendrie's, on Talbot avenue, in ancient Dorchester.

"The pre-gustatory exercises will eventuate at the stroke of six-thirty by the village o'clock, and the dinner per se will ensue at the magic hour of seven.

"The fitting climax of the feast shall be luscious roast beef, juicy and rubicund, with Yorkshire pudding smiling at its side, each cooked with prayerful art by Hendrie's chef. This preceded by appetizing hors d'œuvres and soups and finny food, and pursued by salads, sherbets, dainties and delicacies, washed down by copious largesses of amber brew.

"Of stilted speeches there shall be not one. No man shall prose with tiresome longitude the story of his life and early woes. Instead the pauses of our pleasant chat shall be made merry by chic vaudeville. Mellifluous melody shall fill the room, flowing triumphant on the evening air from bunches of delectable palchritude."

These two trite jingles illuminate the announcement and breathe the spirit of Quincy Kilby, who, with J. B. Kelley and Albert M. Skinner, constitute the dinner committee:

The very men who tempted fate,
By bicycling in Seventy-Eight,
Most strange to say are still alive
And riding yet in Nineteen-Five.

With strength of your own and skill of your own
Circulate out of doors.

The motor car only opens your purse,
The bicycle opens your pores.

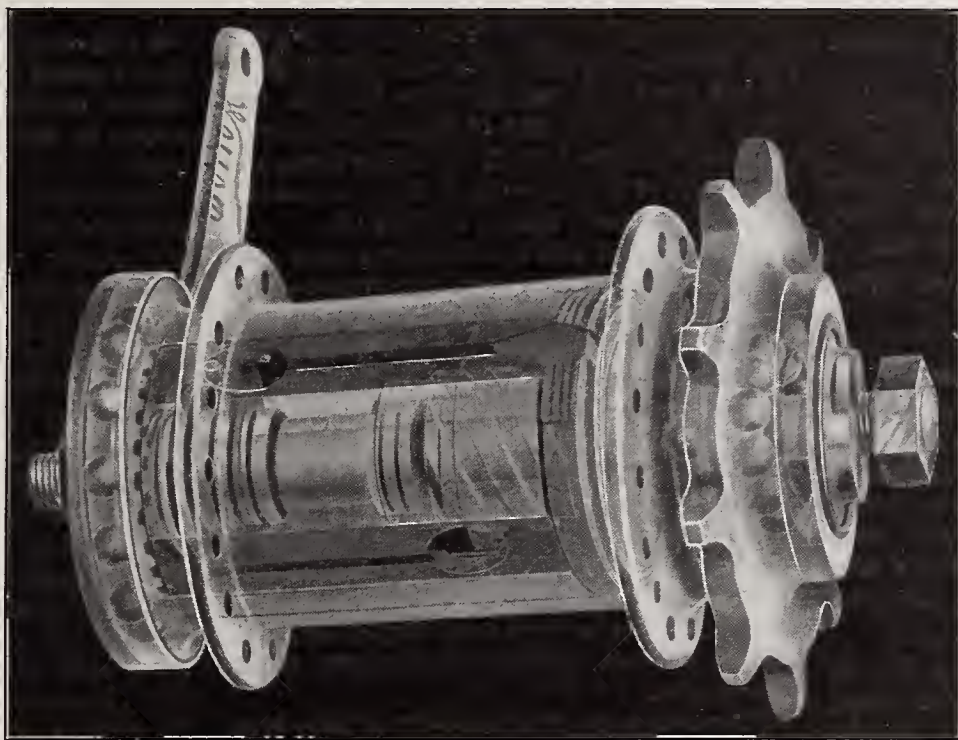
International Motorcyclists Elect Officer

The recently organized Federation Internationale des Clubs Motorcyclistes has elected the following officers: President, A. de La-hausse (France); vice-presidents, Mervyn O'Gorman (England), and Emile Scholz (Germany); general secretary, F. Derocles (France); treasurer, E. Libotte (France). These officers are empowered to draw up rules for governing the newly constituted association, and these will be submitted at a congress to be held in May next. The annual dues for each federated club are \$100.

Jo Pennell, the American artist, was one of England's representatives at the organization meeting.

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Elmira, N. Y.

Van Den Dries Wins on Home Trainer.

More than sixty riders were programmed to take part in the home trainer contest, at the annual ball given by the Tiger Wheelmen, New York, last night, but probably because it would have been too much trouble to remove their dress suits, and don racing costumes and then re-dress, only seven men entered the contest. The race was run in half mile heats with the final heat at one mile. The best time was made by H. Van Den Dries, of the Tiger Wheelmen, who rode the mile in 1:17. The record for the home trainer is 1:08 4-5. Summaries:

First heat—Won by Charles Martin, Tiger Wheelmen. Time, 0:41 4-5.

Second heat—Won by H. Wallin, Monitor Cycling Club. Time, 0:38 2-5.

Third heat—Won by C. A. Sherwood, Roy Wheelmen. Time, 0:36 2-5.

Semi-final heats—Won by F. A. Brown, Tiger Wheelmen, and H. Van Den Dries, Tiger Wheelmen. Times, 0:38 and 0:37.

Final heat—Won by H. Van Den Dries. Time, 1:17.

Cranston Wins Twice Indoors.

Honors came easy for H. Cranston in the bicycle races at the Forty-seventh Regiment Armory, Brooklyn, last Saturday night. Cranston started from the thirty-yard mark in the one mile race and won easily, with half a lap to spare. He also finished first in the two mile event, with a handicap of sixty yards. Summary:

One-mile bicycle race, handicap—H. F. Cranston (30 yards) first; W. Vanden Dries, Jr., (30 yards) second; Oscar Goerke (scratch) third. Time, 2:28 4-5.

Two-mile bicycle race—H. F. Cranston (60 yards) first; Owen Devine (scratch) second; Oscar Goerke (scratch) third. Time, 5:00.

Darragon After Murphy's Mile.

Paul Darragon, the present hour record holder, means to attempt to break the flying mile record, made by Charles Murphy a few seasons ago on Long Island behind locomotive pace. The trial will be made in Nice next March, and automobile pace will be employed.

It will probably be run on the famous Promenade des Anglais, where there is a straight stretch of bricked pavement for nearly five miles.

Banzik in Front in Armory.

Only one bicycle race was run off at the annual games of the Fourteenth Regiment at the Brooklyn armory Saturday, and it was not of sufficient interest to cause much enthusiasm. The one event was a one-mile handicap race and P. E. Banzik (125 yards) was an easy winner. F. C. Rokan (125 yards) and C. E. Schoenoeck, the only scratch rider, crossed the tape second and third respectively. The time for the one mile was 4:10.

France Defeats Germany.

The international match race on January 15 at the Velodrome d'Hiver, Paris, between Jacquelin and Poulain, of France, and Arend and Bader, of Germany, advertised widely as the day's drawing-card, proved to be an utter fizzle, as Arendt arrived here only yesterday and worked out on the track only once before the race started. The event was run in five heats, the team winning the most points to be declared the winner. The Frenchmen had an easy thing, and won all five heats, scoring 15 points to the German's 7.

The fifty-kilometre paced race resulted in a victory for Darragon, the holder of the world's hour record. Jeack and Guignard were Darragon's opponents in this event, but the champion sprinter ran away from them at the start and won the race by over two laps. Both Jeack and Guignard are considered second raters by the Parisian fans, and the result of the race was a foregone conclusion. Darragon's time was 40:40 1-5.

The first heat of the 1,500-metre open race was exciting. There were five starters, and up to the final sprint Heller looked an easy winner, but Thuau dug into the pedals and made a terrific spurt, beating out Heller by only a foot. Helleman, another rider with a suggestive name, crossed the tape third. The time was 3:10 4-5.

Henry Mayer, last year's winner of the Grand Prix, made his first appearance here to-day in a tandem race with Heller, the Austrian, for a partner, but was beaten. Dupre and Bader crossed first, Mayer and Heller second and Arend and Jacquelin third. Summaries:

Fifty-kilometre paced race (31 miles)—Won by Darragon. Time, 40:40 1-5.

1,500-metre race (1,640 yards)—Won by Thuau; Heller, second; Helleman, third. Time, 3:10 4-5.

Track Bars Big Motor Bicycles.

The use of heavy pacing motorcycles has been formally forbidden on the Parc des Princes track in Paris, the new regulations limiting the weight to 165 pounds. All unnecessary accessories, such as covered protectors, will be barred, as well as bored cylinders.

The size of the tires also has been limited, and the pacing marshal will be at liberty to prohibit any machine from going on the track which he considers infringes the regulations. Forty-five miles an hour under the new conditions will be considered a good performance, wind shields being absolutely prohibited.

Rough Beach Beats Hedstrom.

Oscar Hedstrom left Florida empty handed. On Wednesday, 1st inst., he tried for the motor bicycle kilometre record of 39 seconds, held by himself, but fell short. The Ormond-Daytona beach, on which the trial was made, was in poor condition, being seamed with ripples, and the best he could do was 40 2-5 seconds, which is at the rate of a mile in 1:05, or 55.3 miles an hour.

An Awakening in Washington.

Although J. H. Clark's plea for a revival of bicycle racing in the District of Columbia, in the form of a letter to the Washington Times, lamenting that the District of Columbia boasted of a champion in nearly every kind of sport except bicycle racing and which was reprinted in the Bicycling World, was not taken seriously at the time, it unexpectedly served to show that there is a lot of latent interest below the surface which requires only someone to scratch it.

Clark's communication brought a number of letters offering co-operation and led to a meeting of a number of local riders who decided to reopen the Coliseum track, Fourteenth and East Capitol streets, northeast, for bicycle and motorcycle races this spring. Local meets between Washington and Baltimore cracks will be a feature, and it is hoped to have some professional riders appear.

Incidentally Scott Hamel claims to be the champion of the District, having defeated all comers. On Labor Day, 1903, he won the half-mile championship on the Coliseum track, in competition with some of the best amateur riders of Baltimore, Philadelphia and New York. At the meet held last Labor Day at the Bennings race track, Hamel defeated the pick of local riders in a one mile event. Hamel therefore claims to be the amateur champion of the District of Columbia, and is willing to defend the title by meeting any rider who covets the title. Other good riders in Washington who are anxious to get in the game again are John Hill, Chester Cogswell, Joseph Barsdoff, William Ward, Frederick Miller and Howard A. Rhine.

Black Dove to go Abroad.

Inspired, doubtless, by the comparative success of Woody Hedspeth, his black compatriot, Melvin T. Dove, the New York negro rider, is going to Paris. W. C. Reese, an American resident abroad, has signed him. For several years Dove has been the soiled bird of the amateur flock, having committed all sorts of offences in the effort to have himself professionalized. The crack professionals on this side of the water, however, refused to compete with him, and, perforce, the N. C. A. compelled him to mingle with the "amateur white trash." It is probable that, if he is permitted to race in Paris, his desire to become a professional will finally be gratified. For running amuck at the Vailsburg track last fall Dove was suspended indefinitely; but, to get rid of him, it appears likely that the N. C. A. will be only too glad to hand out a reinstatement.

Electrical Firm Gives a Cup.

The French electrical firm Hydra have offered a cup which will bear the firm's name to the motor bicycle covering one hundred kilometres on the track in the best time. The date fixed for the contests is May 4.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

HERE'S CYCLING "JIU JITSU"

Frenchman Evolves a "System" of Using the Bicycle for Self-Defense.

What appears similar in some respects to "jiu jitsu" has been adapted to the bicycle by a Frenchman with lots of time to spare.

He declares that the bicycle, if used as he directs, is far more useful in a tussle with a highwayman than either a knife or stick. His lessons are given by a series of illustrations demonstrating how the wheel can be used in the gentle art of self-defense.

One of the first illustrations shows how a cyclist when dismounted can render his assailant helpless by lifting his wheel and pinioning him by the throat with the aid of the bicycle against a tree. Of course, there just happens to be a tree beautifully near, and the man taking the part of the assailant is helpless because he has to be to make the picture suit the Frenchman's idea, and no real chance is given him to act as he probably would do in the event that he was attacking a cyclist.

Another illustration demonstrates the advantages of a cyclist by springing high in the pedals and grabbing the assailant by the throat. Of course, in the illustration, the pseudo-highwayman is again rendered as helpless as a babe with the greatest of facility. A third protective movement is to hold the bicycle in front of one as a guard and preventative against the assailant coming closer. The fourth move looks as if it might be effective, if (and the conjunction changes the opinion) the highwayman made known his intentions when about ten yards away from his prey. The bicycle is held by the handle-bar and wheeled on the rear tire straight at the assailant. It acts as a shield and can easily be turned in any direction, and provided the person attacking kindly acquaints the cyclist which point he proposes to strike for. Of course, one "never can tell," and there may be some obliging highwaymen who would be willing to do this provided an ample reward was assured.

If a straight blow is aimed at the cyclist, he is supposed to dodge it and hide behind his protector, the bicycle. Should the cyclist be armed with a stick, he has, according to this imaginative genius, a tremendous advantage over his opponent, and can strike at his assailant's head. In the picture this is very easy, and the obliging highwayman is receiving taps on the head with a grin on his face, betraying a certain amount of skepticism in the bicycle "jiu pitsu."

Of course, there are times when a bicycle might serve one to good advantage when attacked, but this would be after the old adage, "He who fights and runs away may live to fight another day." Flight and not fight is the protection of the bicycle.

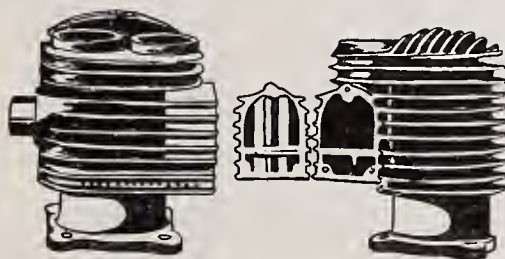
Like most of these demonstrations on the art of self-defense, this particular scheme is very much exaggerated and only works well

on paper or on the stage, when the pseudo-highwayman has learned to act his part well. But when it comes to real attacks, the blow that tells comes with such rapidity that no cyclist would be given time to think which one of the illustrations would be most serviceable, hence the blow that tells is the one that is not perceived coming.

Eliminating the Muffler.

At least one motor bicycle has done away with the muffler box and its accompanying exhaust pipe—the Rex, one of the better known British productions. The manner in which the elimination is accomplished is both simple and ingenious and is largely explained by the accompanying illustration.

Fig. 1 shows the cylinder with the "beehive silencer," as it is termed, removed, while Fig. 2 includes an internal view of



the beehive. A double air draught is caused because of the cylinder being cast with an air passage between the cylinder proper and the silencing chamber; the air passes in at one end of the cylinder and out at the other. A passage is left between the chambers of the two mechanical valves, so that another current of air joins that circulating round the cylinder proper. This air draught reaches to the valve seatings, so that a very high degree of cooling is obtained.

With regard to the silencer itself, when the exhaust valve opens the gas expands into a large cavity formed in the top of the beehive; it then filters through a series of perforated pipes into the lower chamber, which spreads the whole length of the cylinder, and escapes through holes perforated between the cylinder flanges. By this system back pressure is claimed to be reduced to a minimum, while the engine is silenced without the use of the exhaust pipe, which, the Rex people maintain, sets up a large proportion of the back pressure and overheating usually experienced.

Cyclist Sues for \$10,000.

James T. Hayden, Jr., a Chicago cyclist, has brought suit against Sidney S. Gorham and Scott Ormsby, of Chicago, for \$10,000 damages. The plaintiff claims that on September 30 last while riding a bicycle on Washington boulevard, he was run down by Ormsby's car, operated by Gorham and sustained injuries from which he will never entirely recover.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

BANKER STARTLES BRITONS

Newest Trick Rider Employs a Trapeze in his "Death Defying" Feat.

A young Canadian, Banker by name, is astounding the Britons with an "aerial bicycle somersault loop." This is a feat that undoubtedly requires a considerable amount of nerve on the part of the rider, but apparently not as much as did the loop-the-gap trick.

Banker's paraphernalia consists of a long chute a little over a yard in width, at an angle of about 45 degrees. At the elevated end of the chute is a level platform, from which Banker starts, and at the lower end of the chute is a steel trapeze frame arrangement. The important feature is the trapeze proper. Instead of the usual arrangement the trapeze consists of two grappling hooks, held in position by a truss frame, the whole fixed so that it will revolve around the cross bar.

The bicycle which Banker rides during the stunt is unlike an ordinary machine. Hangers are employed instead of pedals, and solid tires are used on very wide rims, the tires being wrapped with tape to prevent slipping. The bicycle is fitted with a framework running up from the handle bar and rear forks over the rider's head to a cross bar, which engages the hooks of the trapeze.

Banker starts from the top of the chute and shoots down the incline. The cross bar of the bicycle framework locks in the grappling hooks, and rider and bicycle are whirled around the trapeze until the machine is stopped by means of ropes attached to strong springs. Then Banker is caught by attendants.

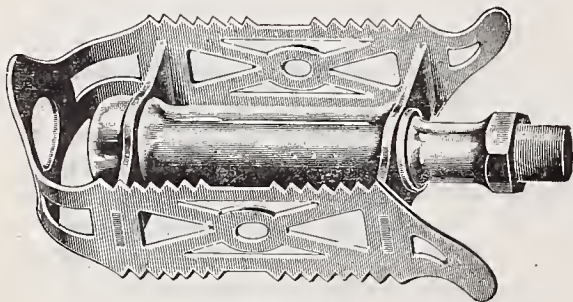
The greatest danger lies in the chance of Banker wobbling off the five-inch black line painted down the centre of the incline and missing the grappling hooks. If this should happen the rider and bicycle would be hurled with terrific force against the steel horizontal bars at the bottom of the chute, with undoubtedly fatal results. It is precisely the same with all feats of this kind—the success of the stunt depends solely upon the nerve, steady arm and accurate aim of the performer.

Chicagoan Claims the Credit.

N. H. Van Sicklen, the Chicago "war horse" of years ago, claims to have been the "discoverer" of the speed possibilities of the Ormond-Daytona beach, on which so many automobile records were shattered during the last ten days.

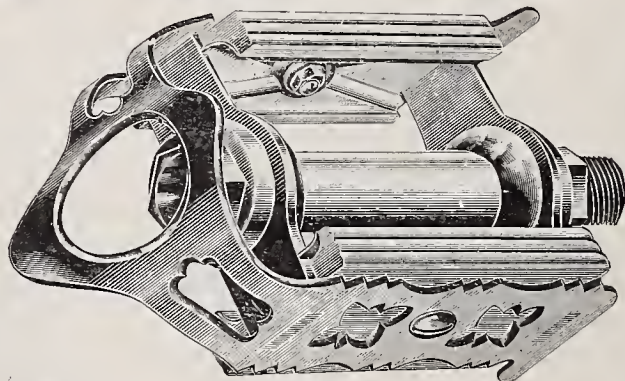
Ten years ago Van Sicklen visited Florida, and at that time found the cyclists of that vicinity making free use of the natural speedway, but with no idea of its possibilities. On his return to Chicago Van Sicklen took the public into his confidence and told them of his "discovery," and he asserts the automobile speed carnival is the direct result.

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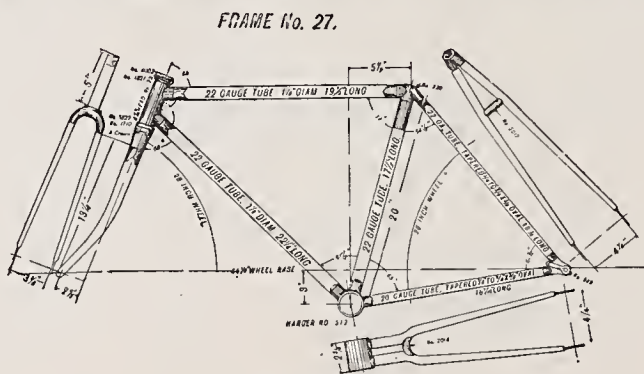
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BUTLER IN THE CAGE

Returns to Professor's Calorimeter and has a new Title Bestowed on Him.

With the six-day grind at the Garden in New York City and the Jack Prince circuit meets in other parts of the State a thing of the past, Nat Butler has consented, in return for an ample consideration of the coin of the realm, to lend his pedal pushing abilities to the cause of science. He accordingly began his task of grinding away at the pedals of a stationary bicycle for nine hours a day on the 23d of last month at Wesleyan University, in Middletown, Conn., for the benefit of Professor W. O. Atwater, who is recording his observations by means of what he terms a "calorimeter." This is nothing more or less than a dynamo, of which the tire of the rear wheel of the bicycle—not the usual pneumatic, but one of iron—forms the armature, and any one who has had experience in turning a hand dynamo under load can sympathize with "Nat" when he says that, "so far as fatigue goes, the calorimeter work is much more tiresome than any six days' race I was ever in, and leaves me very tired at the end of the day."

The amount of current produced by this "one man direct current generator set" is accurately measured, and thus it is ascertained exactly how much energy the rider produces. As all the drink and food which the rider consumes is weighed before it is given to him, the experimenter is able to determine the value of various foods as energy producers.

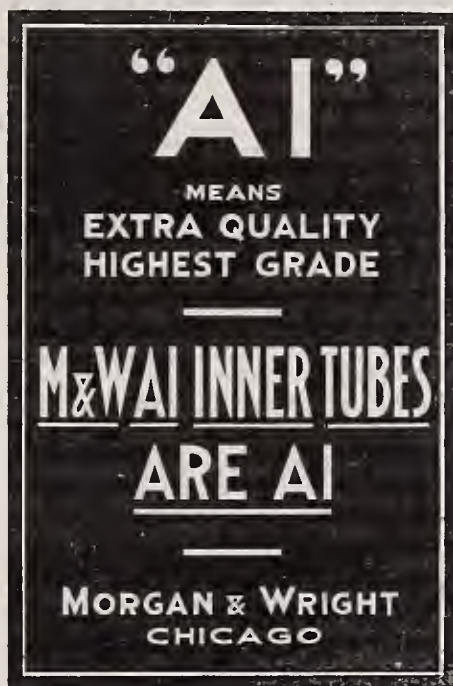
The most economical engine used to-day utilizes, in the shape of work, about 15 per cent of the energy contained in the fuel supplied to it. Some time ago Professor Atwater set out to compare the human machine with a mechanical one, or, in other words, to see which was the more economical contrivance, a human being or a locomotive. Nat Butler has been employed for a good deal of the work. As a result of the experiments Professor Atwater has found that a man is a much better engine than a locomotive, yielding nearly twice as much power for a given amount of fuel.

He is even superior in this respect to the most economical pattern of automobile. In fact, no kind of engine as yet contrived—steam, gasoline or electric—is equal to Nat Butler as a producer of energy. Butler has managed to develop about 20 per cent, without counting what has been required to keep his internal mechanism running. Of course, it takes considerable power to keep the heart going and the digestive apparatus in operation, and Professor Atwater says that to reckon the expenditure for these at an additional 20 per cent would not be over the mark.

Thus it is seen that the human engine runs with much less waste than any mechanical contrivance yet invented. Man stands to-

day the model machine, and, with all his vaunted ingenuity, he cannot construct an apparatus that comes near to equalling his own body as a work producer. Nor can the mechanical engine run for anything like so long a period without wearing out, requiring in the same time so small an expenditure for repairs.

In consequence of the experiments Professor Atwater has given Nat Butler a new title, that of "Champion Energy Producer." The bicyclist seems well pleased with the title, and says that his work in the calorimeter has been of great benefit to him, as he has learned the foods that will help him the most in his races. On a diet of beefsteak, chops,



NEW YORK BRANCH 214-216 WEST 47TH ST.

milk and eggs he has found that he can grind out more energy than on any other food.

Butler has served in this capacity in several instances previously, and in the experiments this time is to remain six days in the calorimeter and try to show just about what sort of work he did in the six days' bicycle race. On Monday he worked nine hours on a 96 gear wheel, and for the entire time pedalled an average of eighty-five revolutions a minute, which shows that he was going at a pretty stiff pace. Butler's previous record for a week's work has been about eighty-one to eighty-two revolutions a minute, and he says that he intends to beat this record this time. On Tuesday the work had so fatigued him that he rode for only about five hours, but kept up his stiff pace of the day previous. On Wednesday he put in nearly nine hours on the wheel,

When asked why he did the calorimeter work he replied that he wasn't in it for the fun of the thing, but that he got mighty good wages, and at the same time found out what foods would help him most in his track work. Butler completed his race Sunday night, and can now lay claim to the unique distinction

of being the only holder of the world's six day "kilowatt record." The "prof" should reward him with a suitable medal. There is not any great likelihood that his title to the honor will be widely disputed by rivals in the field here or abroad.

How Bicycles Aided Pocketpicking.

For ways that are dark and tricks that are vain Brete Harte said the heathen Chinee was peculiar, but for pure ingenuity in devising new schemes to relieve the unsuspecting public of its hard earned coin the light fingered gentry of the metropolis have first call. The knowledge of human nature displayed and the amount of enthusiasm put into the work are really deserving of a better cause, and would win success in any legitimate field of endeavor.

Not long ago an epidemic of pocket picking broke out among the polyglot multitudes of the East Side of New York City, and spread to such an extent that the city's ubiquitous District Attorney detailed some of his special sleuths to investigate. It was soon learned that but two members of the under crust were responsible for the whole business, carrying on their operations with a bicycle as the sole piece of "property" in the act. The star rode the machine slowly—it would be impossible to do otherwise in the crowded streets—with his pal following closely behind on foot. At an opportune moment the former would "fake" a bad fall, and in the twinkling of an eye almost the usual crowd would be gathered around the apparently injured rider. Here's where the partner got busy, and the unusual number of falls from a bicycle that happened concurrently with the disappearance of sundry time-pieces and loose coin led to the jailing of the duo.

Three Years for Two Bicycles.

Apparently the Florida courts have no mercy for the cycle thief. In the Jacksonville criminal court last week Henry M. Oliver, who was convicted on two separate charges of stealing bicycles, one valued at \$15 and the other at \$18, was sentenced to three years and one day in the penitentiary. Another thief, who purloined a bicycle valued at \$25, got off, probably because it was his first offence, with ninety days in the county jail.

"Traumatic Flat Foot" is "Discovered."

Bicycle medical "scares" have not yet abated. The last "discovery" on the part of a "quack" is a "traumatic flat foot." It is caused by wearing thin-soled, high-heeled shoes, and is said to be common among female cyclists. The reason given is the sudden jar on the foot when dismounting from a bicycle.

Where it Pays to be a Novice.

For not doffing his hat when passing a funeral procession, an Austrian cyclist recently was sentenced to a term in jail. When, however, he pleaded his inability to steer the bicycle with one hand, not being an expert rider, his sentence was remitted.

DRAWING IN THE LINES

How Once-Generous Belgium is Now
[“Piling the Agony” onto Cyclists.]

“When I was in Belgium, last summer, after an absence of several years, I was astounded by the changed cycling conditions that now prevail,” writes a Belgian who resides in this country.

“When bicycling was at its zenith, no country catered more to the needs of the cyclist than Belgium. Cinder cycle paths were laid to all the seashore resorts, and at Ostend cyclists were even permitted to ride on the ‘holy of holies’—the promenade of that highly respectable town.

“Race tracks were built in any place where it was thought a sufficient number of spectators could be gathered to insure good receipts.

“The roads in Belgium were very good, and, besides, they were flat. Everyone went cycling; and races were patronized by government officials. King Leopold had his wheel, and his reason for abandoning this healthy exercise was due to a fall in which he broke his knee-cap. Before this accident he was frequently seen in the early morning at the Bois de la Cambre, in Brussels. Along the Avenue Louise, the Champs Elysees of Brussels, a special path for cyclists was constructed.

“Wheels increased so rapidly that it occurred to a representative in the House that a tax on every bicycle would be a splendid source of revenue to the government. The bill was passed, and the modest sum of \$2 was imposed as a tax for keeping a wheel. Numbers were then affixed to the machines, and all cyclists were warned to have the enamel plate with the number in full view, where it could be detected by the police. This was the beginning of the cyclists’ difficulties in Belgium; so interest decreased among those in affluent circumstances, and waned to a considerable extent on the part of the poorer classes.

Now laws have become so stringent in Bruges and Liege that riding a bicycle involves considerable risk. The paths that were once made for the exclusive use of cyclists are now forbidden them, and moreover a fine is imposed on any cyclist riding on these paths, which are now termed side-walks.

“It is a great temptation to risk the chance of a fine and being hauled up before the police in the provincial towns in Belgium, in view of the fact that the streets are paved with huge cobblestones, which make both riding and walking anything but pleasant.

“Considering the number of places worth visiting on a wheel which are passed by when in a train, it is an injustice to impose such a multitude of restrictions on those who indulge in this sport, as there is no doubt but that this is one of the principal causes of the decrease in the number of enthusiasts. There are roads both straight

and level which lead to the land of ‘more wooden shoes’ and about which country Dean Swift wrote some scathing verses, among which was:

‘Amphibious beings,
Sudden be your fall.
May man undam you,
And God damn you all.’

“The writer of ‘Gulliver’s Travels,’ doubtless, was thinking then of the dikes in Holland and how near the inhabitants of that country were like frogs, as regards the precarious conditions, which existed then, of the dikes or dams of Holland.

“Speaking of Holland, reminds me of a most fascinating ride I once took on the frozen canals. It was from Bruges to Sluis, a distance of about twenty miles, with the frontier about half way between the two towns. The exhilaration and pleasure of speeding over the ice on a bicycle is even greater than that derived from skating. Dutchmen can be seen carrying provisions into Belgium, and old Flemish peasants going to the Dutch town for butter, are exceedingly interesting.

“As a means of enjoyment and beneficial exercise the bicycle was appreciated by all Belgians, and the main idea of a young man was to save sufficient money to purchase a good wheel.

“I said before that bicycling was permitted on the promenade in Ostend, but I remember how the freedom was gradually taken from cyclists in a later year by only permitting them to ride before 10 o’clock in the morning.

“There is a hope left, however, for the bicycle, in spite of the conditions at present in my country, which perhaps is not so in every land. The country is small, and short distances are only possible in the immediate precincts. Although it is only twelve miles to Blankenberge from Bruges, the ride was considered sufficient for the day, as one could spend the time on the beach and then return home. To Ostend is seventeen miles from Bruges, and a day can easily be passed

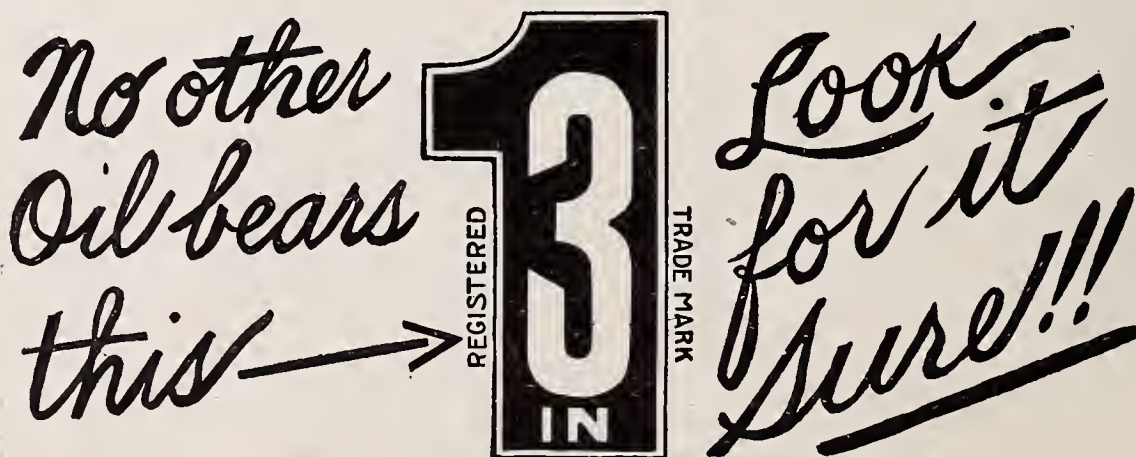
in that beautiful resort. Therefore, I contend that a second birth of bicycling is highly probable in a country of short distances, and good country roads, and that it will be as popular as it has been in past years.”

Pity Poor Brady’s Left Foot.

“The Tale of the Banker’s Left Foot” might form a fitting title to a story seemingly fraught with mystery at first sight, but in the end merely the recital of the chain of mishaps occurring in the course of a lifetime to the left foot of a Western capitalist.

To sum it up biographically, at the tender age of eight years it all but succumbed to the blow of a hatchet in the hands of its then awkward possessor, but surgical skill saved it to run another day. But four years later a horse picked it out as a resting place for his hoof—result, two bones fractured. Then for some years nothing of note happened to it; doubtless it merely provided the usual field for the growth of painful adjuncts in the shape of corns—a bad habit that most feet have, though on this point the biography of the member is silent. Then, strangely enough, no disparagement intended as to its proportions, another horse mistook it for the ground, with the same result as in the first instance. This was but two years ago. Not satisfied with trying to match it against the like extremities of the equine race, the banker recently entered his left in a contest with a motorcycle, and again to its detriment. The motorcycle was not injured.

The gentleman in question, one J. H. Braly, of Los Angeles, Cal., avers that he has always felt a particular dislike to the motorcycle, and instinctively lifted his left foot in the air whenever he saw one coming, but this time it leaped upon him, and the rear wheel tripped him. To foot up his disasters, he possesses but a fraction of his left big toe as the result of the early attentions of the hatchet, twice fractured bones through his competition with horses, and—what is left of the member after the last escapade is not recorded, but it seems he is not yet quite footless, so that there is still a chance for other motorcycle riders of his city.



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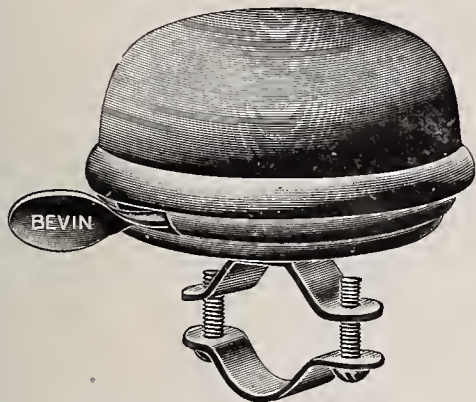
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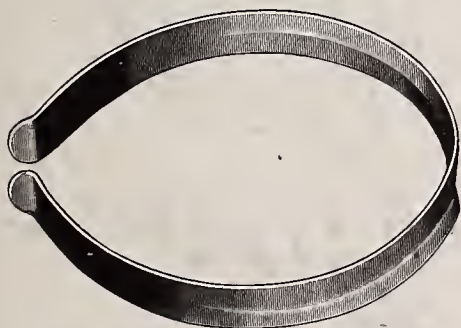
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EASTHAMPTON, CONN.

To Encourage Light Motorcycles.

The fashionable tendency in France for the moment appears to be in favor of the small powered motor bicycle, says the Automotor Journal. Two or three special competitions for this type of machine have been on the tapis for some little time, and two at least appear as if they were likely to materialize and be combined.

The idea seems to be growing that the high powered motor bicycle is of very little use to the general buyer, and that it is the mass of the public who should be catered for, who do not regard speed as their highest ideal, but rather prefer to have a low powered engine for use occasionally from time to time by way of assistance, attached to a machine which can also be used as a pedalled bicycle. In promoting this competition the motor will be treated more as an auxiliary to the cycle, it being boldly prophesied that, in ten years' time, the high powered machine for all practical purposes will have been abandoned, and that there will be tens of thousands of this type of motor bicycle in use, the larger number of women children and middle aged folk being, it is contended, quite content to travel at an average of about ten miles an hour all round, allowing for pedalling by way of exercise when desired. The two promoters referred to have determined to combine their efforts with this object, and propose to join with them the Motorcycle Club of France, under whose auspices this event for motor bicycles under seventy-two kilograms will take place.

Man, Not Gear, to Blame.

"It seems to me," said one of the hardest road riders in New York, who has been following the two-speed discussion inaugurated by Charles La Rue, and which has waged for so many weeks in the columns of the Bicycling World, "that neither Mr. La Rue, nor any of those who have answered him, have really touched the spot. I know Mr. La Rue slightly, but, even if I did not, his letters would serve to convince me that the trouble is not with his two-speed gear but with himself. He is simply riding in company too fast for him and cannot stand the pace, whether the gear be high or low. If he thinks his gear is to blame for his failure to reach the top of the hills before any of his mates, he should change wheels with them occasionally and probably an awakening would follow."

Those Reliable British Motorcycles!

"A motor bicycle passed through here yesterday," writes a provincial correspondent to a publication of the Emerald Isle. "It was the first one to pass, as the others all stopped for repairs."

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Detroit Wheelmen's Prosperous Year.

Another successful year was closed for the Detroit Wheelmen last Wednesday, when the annual report showed the club to be in a flourishing condition and on a better financial basis than it has been in the last eight years. Probably this was due to the efforts of the president, Louis P. Schneider. Anyway, the club members think so, for they re-elected him to serve a third term. The club has a membership of 403, of whom 390 are in good standing. The organization owes not a cent, and, better yet, boasts of a large surplus in bank. The officers elected for 1905 are: President, Louis P. Schneider; first vice-president, Louis Beyster; second vice-president, J. Walter Weitzel; treasurer, Charles Lisch; directors, William Bristow, Charles Berdan, August Bierkamp, Dr. William A. Hackett, Alfred Pipp, Robert Weyhing, Jerry Woodward, George Suckling, William Steiger and Thomas Northcott, and secretary, A. S. Burkart.

The retiring committees of the club were honored at a banquet held in the clubhouse on Saturday night. Louis Schneider, the recently elected president of the club, acted as toastmaster. Judge Phelan, a Detroit city

official, who, by the way, is still an enthusiastic cyclist, was one of the speakers.

Oakland's Club is O. K.

The Oakland Wheelmen, Oakland, Cal., elected a new board of directors last week, as follows: J. H. Dorhman, M. Moffatt, R. G. Brown, F. A. Bruzonne, W. C. Chalmers, H. I. Smith, W. N. Kidwell, H. A. Muller, J. M. Maurer, W. T. Sinclair and A. B. Moffatt. At the meeting it was decided to hold an opening club race on the Hayward triangle, Oakland, early in March. Two gold and two silver medals are to be offered. The club has enjoyed a prosperous year. Besides a large addition to the membership roll, the club has increased the value of the club property nearly \$1,000, and added seven new trophies to its already large collection.

Bay Views at Basket Ball.

Basket ball is among the winter recreations of the Bay View Wheelmen, Newark, N. J. Their basket ball team is one of the best, if not the best, in the state, to date having sustained not a single defeat this winter, although they have played weekly.

From Zion to Bicycles.

The old Mary Palmer church, which thirty-five years ago stood at the corner of St. Aubin and Jefferson avenues, Detroit, Mich., and which is now at the corner of St. Aubin avenue and Sherman street, has passed through more successive uses probably than any other building of its kind. The church was first erected as a memorial structure, and was used as such for many years. Then it was purchased by the Salvation Army, and meetings were held in it by that organization for several years. Alexander Dowie, or "Elijah III," as he is reverently called by his followers, secured the church, and the "Mission of Zion" was the result.

An interesting tale is told concerning this "latter day saint." One time, when he and a small band of the "faithful" made the pilgrimage from Zion City to Detroit (or rather the band made the pilgrimage, for Dowie travelled in a parlor car), a large basket was placed at the entrance of the church, and because this was not filled to overflowing with money "Elijah III" berated everybody and everything in general and flatly refused to come to Detroit again. In a manner he kept his promise, for now the former meeting house is doing service as a bicycle repair shop and the Dowieites are minus a place of worship.



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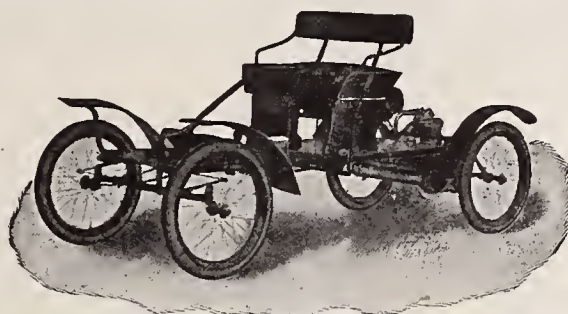
Gentlemen;—Please find remittance enclosed covering your invoice of the 16th, less 5%. The samples came to hand all O. K. and they are beauties, I have had nothing but compliments passed on them, since I placed them in my show window. They are sure winners.

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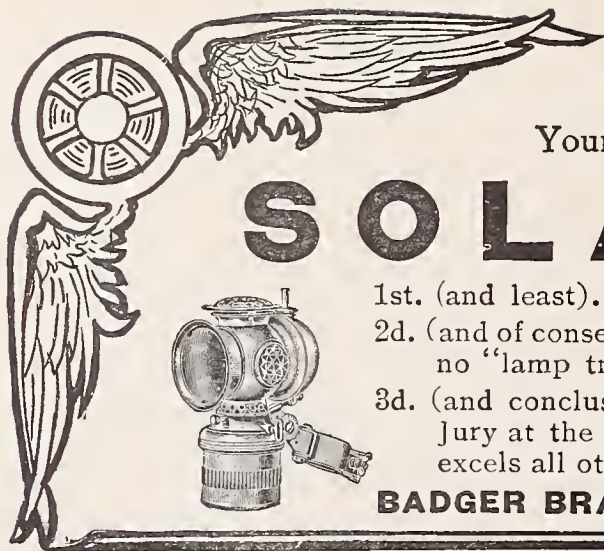
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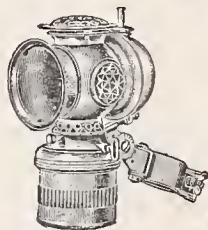
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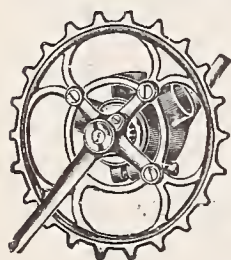
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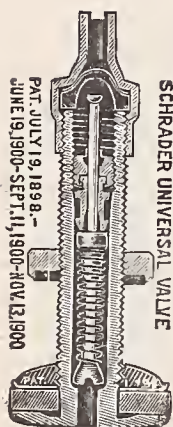
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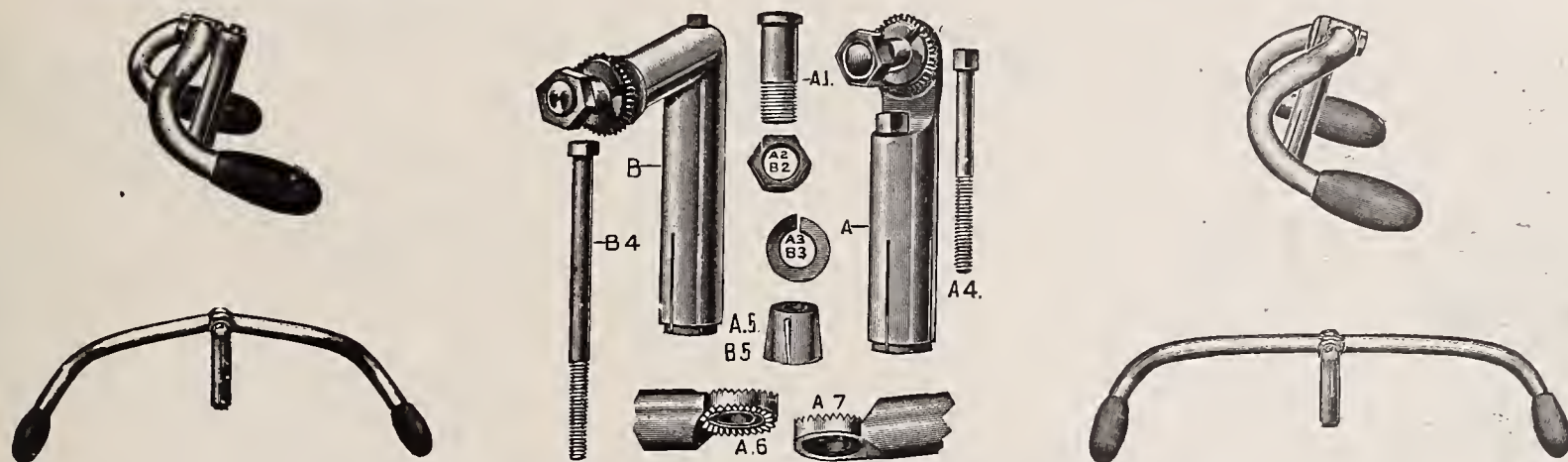
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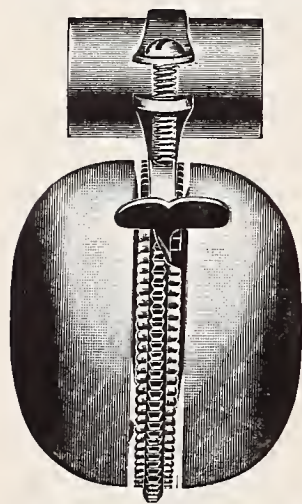
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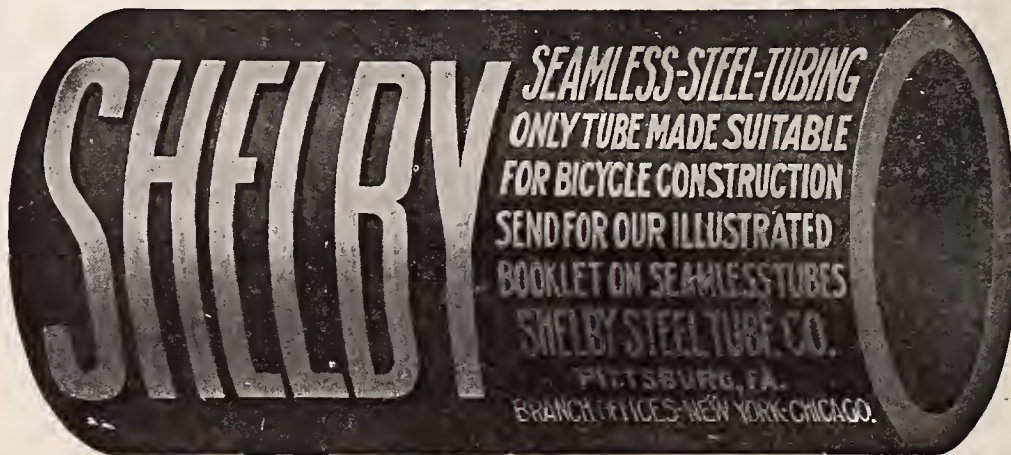
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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, February 11, 1905.

No. 20

CYCLES SURPRISED THEM

Motorcycles Were There, But the Pedal-Driven Machines Caused the Comment.

Strange though it may appear, bicycles constituted one of the mild sensations of the Chicago automobile show, which has held the boards in the Windy City this week. It was because no one expected to find them there that so much surprise was caused. They were a lot of 1905 Excelsiors jobbed by the well known Excelsior Supply Company, of Chicago, who staged them in connection with their exhibit of automobile accessories. What is of even more interest, the salesman in charge informed a Bicycle World representative that not a few sales had been made.

The effect of coming unexpectedly on this display of bicycles amid such a surrounding of big, heavy, complicated automobiles is not easily described under such circumstances. The contrast between the light, simple bicycle and the other vehicles was singularly impressive.

There were motor bicycles at the show, of course, but none that had not been exhibited in New York last month. The Pope Mfg Co., the Hendee Mfg. Co., the Aurora Automatic Machinery Co., had, as usual, the chief displays. All, however, were so widely scattered as to be "lost"; no two of them were together, nor did there seem to be the same interest in motorcycles on the part of the attendance as was observable at New York.

Sweden Changes its Rates.

According to Sweden's new tariff, which became effective January 1, finished bicycles must pay an import duty of 25 kronen each, and parts of cycles two kronen per kilo. Travellers using cycles as means of transport can introduce their machines free of charge, on condition that the machines are re-exported during a stated period; otherwise the import duty can be levied at a later date, when a small surcharge is made.

Vanderhoof Becomes a Manager.

To fill a vacancy, Fred C. Vanderhoof has been appointed manager of the Fisk Rubber Co.'s Buffalo branch. He formerly was with the Standard Spoke and Nipple Co., and has a wide circle of trade acquaintances.

Westing Becomes a Company.

G. H. Westing, of Indianapolis, one of the most enterprising dealers in the West, has converted his business into a corporation, the G. H. Westing Co., and will add a general line of sporting and athletic goods. Mr. Westing is president and treasurer; Elbert Jenkins, vice-president, and Arthur E. McKee, secretary. Mr. Jenkins was formerly travelling representative of the American Bicycle Co., and later of the George N. Pierce Co.

The Retail Record.

Islip, N. Y.—Frank H. Gates; fire; total loss.

Olympia, Wash.—G. H. Garrison & Co., new firm.

Bangor, Me.—Rice & Miller, removed to No. 30 Broad street.

Port Huron, Mich.—Huron Cycle & Electrical Co., damaged by fire; loss \$8,000.

Grand Forks, N. D.—Lyons & Co., purchased stock of bankrupt Ferguson Sporting Goods Co.

Why Lister is Optimistic.

Harry K. Lister, the Plainfield, N. J., agent for the Pierce, Columbia and Raeyele, says the outlook for a good season the coming summer is unusually bright. "I have already received more orders for bicycles than I received during all of last year," he says, "and so have some reason to believe that 1905 will be a better season than for several years past. I have talked with dealers in other towns and their opinion corresponds with mine."

Pierce Gives More for Same Money.

The Pierce spring fork is this year being incorporated in all Pierce cushion frame bicycles without extra charge. Last year it was a \$5 "option." No other changes in the George N. Pierce Co.'s list are disclosed by their 1905 catalogue, which made its appearance last week, and which is of that high quality befitting the Pierce reputation.

Goodman Goes to Wilmington.

H. H. Goodman, who has been in the bicycle business at Charlotte, N. C., for the past ten years, has opened a store and repair shop at Wilmington, N. C., where he will engage in business on a large scale.

THE RISE OF RUBBER

How the Demand has Increased and the Prices Shown Sympathy.

During the last ten years he imports of raw rubber into the United States have nearly doubled, says the India Rubber World. If we use the official customs returns for the fiscal year ending June 30, the comparison is as follows: 1893-'94, 33,737,783 pounds; 1903-'04, 59,015,651 pounds.

Meanwhile the imports for consumption in other countries probably have increased at a corresponding rate. How, then, can the rubber supply be said to show a decline?

The rate of production has not shown a decline. But that is not the question. The natural supplies of rubber are no greater now than at any given rate in the past. The natural rubber area is no greater now than fifty years ago. But meanwhile the yearly production of rubber has increased a hundred-fold. The point to be made is that this rate of increase must some time reach a limit. The limit has already been reached in a great number of regions which might be named.

America has consumed millions of pounds of rubber obtained from Africa and produced by processes which enabled a full grown man to get together one pound of the material by working a week on roots torn from the ground. A second crop of roots was never obtainable in the same area. The great bulk of the African rubber output to-day is from lianes (ereepers), which never yield a product by once. All the rubber imported from South America under the name of "Cauchó" is obtained by cutting down the trees which yield it.

The fact that rubber has so long been obtainable is due to the enormous original supply. But this supply has not been increased or even kept up to the original limits by any process of nature, and the rubber situation to-day is comparable to a private fortune of fixed limits, which is diminished in proportion as its owner draws upon it. He may spend twice as much this year as last, but this does not make him twice as rich; it only hastens the time when he will become bankrupt.

The same customs returns from which we

quoted above give the following as the import values of the rubber covered in the statistics of the two years under consideration; 1893-'94, \$15,077,903; 1903-'04, \$40,444,250.

The chief significance of these figures is that the average import value of rubber—good, bad and indifferent—has increased in ten years from 44.6 cents to 68.4 cents.

Is such a difference—almost 53 per cent—explainable on any other ground than that production has not been developed at a rate commensurate with the increased demand?

Soft Tools for Driving Work.

For driving keys and other work about machinery a babbitt or lead hammer is better than a copper hammer, which hardens the more it is used. To keep the lead hammer from getting out of shape, take a piece of copper pipe, iron pipe size, drill a hole in one side of it and fit with a handle, and then fill in the hollow of the copper pipe with lead.

Even better than the lead hammer are hardwood blocks on end. Put against part to be driven and strike with a hammer. For driving the stub end of connecting rods on large engines back and forth when keyed up, use blocks about five inches square and three feet long.

May try to Carry its Name Again.

The Colossal Cycle Component Corporation, Limited, of London, which several years ago threatened to corner the parts trade and to set the world "afire," but which fell on evil times, is likely to make another struggle for existence. After floundering in the sea of financial troubles and being threatened with foreclosure proceedings, one of its stockholders has offered to provide \$5,500 for distribution among the creditors and to pay all legal costs incurred.

How to Temper Chisels.

To three gallons of water add three ounces spirits of nitre, three ounces of white vitriol, three ounces of sal ammoniac, three ounces of alum, six ounces of salt, with a double handful of hoof parings. Heat tool to cherry red. This has put new life in steel that has apparently been burned, and is used to temper chisels for cutting French burr stones.

Chain Makers Short Lived Strike.

Chain making at the Pope factory at Hartford, Conn., was suspended for a time last week. Four of the men in the chainroom went on strike for more wages. The Pope officials refused to grant the strikers' demands, and the positions were not filled until Tuesday.

German Exports Mounting Higher.

For the ten months ending with October, the last date for which statistics are available, Germany's exportation of bicycles totalled 3,656 tons. During the same period of 1903 but 2,917 tons of cycles and parts left the empire.

BLISTERS ON INNER TUBES

Experiments Proved Them to be Due to an Unsuspected Cause.

Blistering of the inner tube is not frequent, but when it does occur, according to a man who should be in position to know, it usually is ascribed to the wrong cause.

Making Rigid Forks Convertible.

After a fashion one of the most ingenious spring forks that has made its appearance in quite some time has come out of the West—Far West—Canyonville, Ore., to be exact. It is the creation of Miles McIntyre, a clever machinist and watch maker of that city, and is being manufactured by the Steel Vault Mfg. Co., Portland, Ore. It is shown by the accompanying illustration.

The ingenuity of the device lies in the manner in which it is made to convert an ordinary rigid fork into a spring one without alteration of the former in any way.



It weighs but fifteen ounces, and, due to its peculiar operation, it is claimed to automatically adjust itself to weights of all ordinary riders, having no dead ends and no side whip. The wheel moves up and down in the fork, according to the unevenness of the road. In attaching, the wheel is removed from the forks, the spring clamps are slid up the fork sides until the hole in the large end of the spring is opposite the hole in the fork tip. The crescent shaped arm, with its hub and plain washer adjusted, is inserted between the fork tip and the spring, and a bolt passes through all, being threaded through the spring, and a nut screwed onto its end makes it secure. At the other end of the crescent arm are attached link plates, which further extend and are connected to the outer end of the spring. The wheel axle is inserted into the holes through the crescent arms, special shaped washers are placed on, which fit slots in the arms, and the axle nuts screwed on tightly.

The crescent arms being pivotally connected between the fork tips and springs, move in a circle, exerting a rotary motion on the axle, preventing side whip of the wheel.

As the wheel moves upward the link plates gradually change their angle of pull on the spring, losing leverage over the latter, which is increasing in strength as it is drawn together. Also, as the crescent arms move upward and backward they gain leverage to oppose the upward movement of the wheel.

He says he first noticed this peculiarity in inner tubes some eleven or twelve years ago, "when it was then forcibly brought before my attention by the failure to sell a tire

patent owing to this cause, which at the time was put down by the prospective purchaser as due to an inherent fault in the tire itself."

"From that time I made many experiments and observations whenever I came across an inner tube that was blistered in the manner described," he continues. "It will be noticed, I think, in all these cases, that the blisters and abrasions are at extremely regular intervals, in fact, so regular that at first it looks as if they were caused by the spoke heads or nipples, but the fact of them being too close together shows that this was not the cause.

"The conclusion I have come to, and which has been borne out by experiments, and which can easily be repeated by any one who suffers from a blistered tube, is that it is caused by a straight moulded tube—that is, a tube which is moulded in one straight length, and joined up, that is too large for the tire. When a loose fitting tube of this description is put into a tire, the outside of the tube next the tread of the tire is expanded by the air pressure, but the bottom half that lies over the spoke heads is already larger than the rim itself, and is contracted into enormous puckers and ripples, and it is these puckers that chafe and eventually blow out into the form of a blister when the tube is chafed sufficiently within.

"In one case I had tube after tube of the same diameter blister in the manner described, but on shortening a similar tube by about two inches, so that it stretched itself on the rim, the trouble immediately ceased, thus showing that the trouble was not due to the edges of the cover, but to the puckering of the inner tube. It will be seen in this case that the tube, being slightly smaller than the rim, stretched itself and could not pucker, as did the others which laid loosely on the rim.

"I further experimented on the same tire with a moulded tube—that is, a tube moulded so that the bottom side is of a smaller diameter than the top—and in this case there was no chafing or blistering. The experiment is a very simple one, and any of your readers who suffer from these blisters on the inner tubes can easily verify this statement for themselves. If they have a 28-inch tire that blisters, let them put on a 26-inch tube and watch the result.

"I do not say that the edge of the rim has nothing to do with it, as I believe that some tires are more susceptible to causing this than others.

"At the present time I have a bicycle in which the tubes, as supplied with the tires, blistered in the manner described, but since shortening the tube by about an inch, so as to give an amount of stretch on the tube instead of it laying loosely in the tire, the trouble has entirely ceased.

"The inference is that when this trouble exists, a smaller size tube should be used, so that there is a certain amount of stretch on it, or, better still, that a good moulded tube should be used."

The Exhibit of Pope Bicycles at the Paris Show.



How Ignition Systems Differ.

Probably in no one other feature of the motorcycle is such divergence of opinion in evidence as to be noted in the differing standards closely adhered to in the matter of ignition by the makers in Germany, France, Great Britain and this country.

In the first named a magneto that is at once powerful, simple and compact has been designed and brought to a state of efficiency that renders the rider of a machine so equipped independent of the battery. In short German makers consider the magneto a source of ignition without superior, and its use is almost universal there. France also exhibits a strong tendency in this direction, but so far has not adopted the method to quite the same extent. In both these countries it is merely a question of the magneto or the accumulator.

Where Great Britain is concerned the storage battery has first call, and conditions are reversed, the adherents of the magneto being largely in the minority. In the United States

there is nothing to be said regarding either of these systems, for the dry battery holds undisputed sway, and from present conditions its strongly intrenched position is seemingly not in danger of attack. One explanation of this may be found in the fact that the motorcycle is in very much more general use abroad than here.

For the benefit of the numerous users of accumulators a German concern has recently placed on the market a convenient portable piece of apparatus which makes recharging but a matter of connecting up with the source of current supply. This is made in two sizes, the smaller consisting of a base carrying a simple "pole finder," a socket for one 16 c. p. lamp to supply the necessary resistance, a switch and the requisite binding posts. In the larger, four sockets are mounted on the base, a more elaborate "pole finder" and an enclosed snap switch. As lamps are to be had wherever current is available, it is unnecessary to carry them, thus doing away with more than half the bulk of the charging resistance when ready for use. The smaller

size is intended particularly for charging motorcycle accumulators.

For Brazing Cast Iron.

For brazing cast iron, a new compound has been invented by B. Springer, of Des Moines, Iowa. The article is heated to a brazing heat, and the compound—a powder—is supplied as in ordinary brazing, and is followed by the use of brass filings, wire, or brazing spelter. The compound is said to act upon the iron in such a way as to render it porous. When cast-iron is heated to the brazing heat and the composition is applied, it is for the time practically malleable iron, and the pores in the two faces to be brazed become filled with molten spelter and thus become joined. The practical working of this composition is easily ascertained by sawing through a test piece after it has been brazed. The iron for an inch or two from the fissure is permeated with particles of the brazing metal, which follow the pores of the metal. The brazing can be done quickly and with the ordinary brazing torch.

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Get in line for the NATIONAL Agency for 1905. You can make money out of it.



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May 24, 1904.

This is the fourth year that I have ridden this wheel and would not trade it for a new one of any other make.

E. F. HAMMOND.

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LONDON, ENGLAND.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, FEBRUARY 11, 1905.

Turning to Wood Rims.

It begins to appear that the wood rim finally is "catching on" in England. Of course, the trade press of that country has for years pursued a studied policy of derision and opposition to all things American, which policy has applied to few inventions with greater bitterness than to the wood rim. It has been a butt for British ridicule, and has been made to appear everything, from a danger to life and limb, up and down the scale.

The nearest approach to logic the opposition has ever assumed was contained in the contention that the damp atmosphere of the "tight little isle" was fatal to wood rim joints. It was to no purpose that it was pointed out that the wood felloe was in quite general use in practically every other country on the globe, not excepting saturated South America. The press absolutely refused to accept it seriously. Whether or not the attitude was due to the fact that there were several manufacturers of steel rims in

Great Britain is a matter of interesting conjecture.

Be that as it may, however, there are indications that the British cyclist has been learning a few things on his own account.

His inclination and keener appreciation of the coaster brake, as compared with the half-finished "free-wheel" device, is one of the signs of the times, but nothing is more significant than the recent remark of one of the British prints, that "wood rims are becoming more and more popular with wheelmen."

That this admission is not merely editorial opinion is evidenced by the correspondence column of the paper in question. For several weeks this column has contained not a few letters from British riders testifying to the merits of the wood rim.

"I have used them in all kinds of weathers without trouble of any kind. They have been completely covered with mud for over a week, but there is not the least sign of warping," writes one of these correspondents.

"My experience with wood rims has been so favorable that I would not like to go back to steel again," says another one. "I have used the wood rims daily for the last four years, and they remind me of the 1½ Dunlops of 1892, they are so vibrationless. As a rider of twenty-five years' experience, I have never come across a pair of steel rims that would stand the strain as these wood rims have done, and they are still in good condition."

When a British paper opens its columns to such expressions as these, it suggests that the entire Americanization of the English trade is not far off, and that signs of the millennium itself are due to appear on the horizon.

About Rubber Substitutes.

The statement that the late Dr. Carl Otto Weber believed that in five years, had his life been spared, he could have discovered synthetic rubber, brings up again the question of the possibility of finding a true substitute for rubber, says the India Rubber World.

Continuing, it goes on to say: "Taking up the learned chemist's statement as it stood, and allowing him to be able to solve so wonderful a problem, the results in a commercial way could hardly have been felt for many years after the discovery, and possibly never. No great industry can be revolutionized in a day, or a year. If synthetic rubber were discovered to-day, its progress would be like that of synthetic

indigo, a series of experiments covering years before the product could be produced economically enough to warrant its manufacture on a large scale.

"A review of all the so-called 'rubber substitutes' in the field to-day does not bring to light one that anywhere near approaches even a poor grade of India rubber in its resiliency. As assistants to rubber in compounding there are many valuable substitutes, but used alone, where elasticity is required, they are useless.

"Taking up a minor virtue of India rubber, that of plasticity, with perhaps insulating or waterproof qualities added, there have been substitutes. They are of distinct value to the rubber trade, and it is to be hoped that many others may soon be added to the list."

To sum up, then, real synthetic rubber is as far off as ever, but products that may be successfully substituted for rubber—in certain fields—are already in use, and doubtless others will be developed. But meanwhile the demand for natural rubber constantly grows, for the production of goods in which no "substitute" has ever been unique and most valuable feature—that of "found to serve."

From which it appears that those who have been confidently anticipating a pneumatic tire made of a rubber substitute, with all of the virtues of the latter and none of its drawbacks, will have to content themselves with existing conditions for some time to come. That is, indefinitely.

Automobile makers who employ chains owe much to the bicycle for the development of this important means of transmitting the power. Compared with what they were in the early days of the safety, the bicycle chains of to-day combine quality and cheapness in a rare degree. They are not alone extremely light, but strong and smooth running. The gap between the cumbersome, inaccurately made article of ten years ago that rattled and jumped the sprockets regularly, and the finely finished, featherweight chain of to-day is indeed great, and all the credit is due to the chain makers.

If, instead of erecting life nets at dangerous turns, the French Touring Club preached and spread the doctrine of coaster brakes, they would add as much to the tourist's safety and more to his pleasure. There never was another device that so thoroughly incorporated the life-preserving principle. To back pedal at the appearance of danger is instinctive.

WHEELER HEADS THE LIST

Californian Averages Century Per Week to do so—Chicagoan is Second.

During the year 1904 a total of 706 century runs were reported by members of the Century Road Club of America. Henry H. Wheeler, that enthusiastic veteran, of Pomona, Cal., heads the list with a score of 52 one-hundred-mile runs to his credit, and, of course, wins the chief award. Andrew Clausen, Chicago, with 43, and F. I. Perreault, Malden, Mass., with 41, account for the other two prizes. The list of those who reported three or more centuries each, as compiled by J. W. Peterson, chairman of the road records committee, is as follows:

1, Henry H. Wheeler, Pomona, Cal., 52; 2, Andrew Clausen, Chicago, Ill., 43; 3, Fred I. Perreault, Malden, Mass., 41; 4, F. E. Mommer, New York, 40; 5, Albert D. Rice, Central Falls, R. I., 33; 6, Thomas S. Floyd, Winthrop, Mass., 25; 7, Patrick J. Sheary, Jersey City, N. J., 21; 8, Harry Early, Bayonne, N. J., 19; 9, William F. Watson, Philadelphia, Pa., and Emil Leuly, West Hoboken, N. J., 18 each; 10, Charles L. Shoenart, New York, 16; 11, Arthur C. Pierce, Malden, Mass., 15; 12, Gilbert C. Badeau, Far Rockaway, N. Y.; George B. Salter, Chicago, Ill., and George W. Seaward, Brooklyn, 14 each; 13, Robert H. Weems, Brooklyn, and Charles Hansen, Jersey City, N. J., 11 each; 14, Frank Hutzwohl, Jersey City, N. J., and O. J. Nelson, West Hoboken, N. J., 10 each; 15, Edmund P. Elmers, Chicago, Ill., and Robert S. Campbell, New York, 9 each; 16, Harry B. Hall, Brooklyn; Edward Groom, Morris Heights, N. Y.; William Davis, Jersey City, N. J.; Fred J. Wiemann, New York; Noble O. Tarbell, Lake Geneva, Wis.; A. E. Fischer, West Hoboken, N. J., and Albert Selle, Brooklyn, 8 each; 17, J. Simmons, Jersey City, N. J., and John Bailie, New York, 7 each; 18, William Maurer, Brooklyn; Charles P. Soulie, New York; John L. Downey, Newark, N. J.; W. C. Wilkins, Waltham, Mass.; Urania Tyrrel, Philadelphia, Pa.; J. A. Sierra, New York, and W. E. Brackett, Lynn, Mass., 6 each; 19, Frank R. Riley, Jersey City, N. J.; William G. Meister, Brooklyn; Maxwell Drennan, Jersey City, N. J.; William Arbeit, Jersey City, N. J.; Charles Max, Jersey City, N. J., and J. G. Stiefel, Buffalo, N. Y., 5 each.

Four centuries each—Rudolph A. Muller, New York; John McComb, Jersey City; W. E. Thompson, Brooklyn; W. A. Sears, Attleboro, Mass.; Philip Sickenius, New York; Frank Blatz, Jersey City; Clarence Todd, Bayonne, N. J.

Three centuries each—Walter Joynes, Jersey City; George Holmes, Jersey City; J. E. Gregoire, Brooklyn; E. H. Gingras, Attleboro, Mass.; Charles S. Schnepf, New York; George F. Eagan, Jersey City; John Montano, Jersey City; George W. Kirner, Brooklyn; Peter A. Dyer, Brooklyn; William F. Clark, Newark, N. J.

Total number of centuries reported during the year, 706.

Multiple centuries were ridden during the year as follows: Fred I. Perreault, Malden, Mass., 1 quadruple, 6 doubles; Henry H. Wheeler, Pomona, Cal., 2 triples, 1 double; William F. Watson, Philadelphia, Pa., 1 triple, 1 double; Thomas S. Floyd, Winthrop, Mass., 4 doubles; Albert D. Rice, Central Falls, R. I., 4 doubles; Arthur C. Pierce, Malden, Mass., 3 doubles; Andrew Clausen, Chicago, Ill., 2 doubles; Fred E. Mommer, New York, 2 doubles; Charles L. Shoenart, New York, 2 doubles.

One double each—Harry Early, Bayonne, N. J.; P. J. Sheary, Jersey City; Peter A. Dyer, Brooklyn; William Maurer, Brooklyn; William G. Meister, Brooklyn; Albert Selle, Brooklyn; O. J. Nelson, West Hoboken, N. J.; Gilbert C. Badeau, Far Rockaway, N. Y.; Philip Sickenius, New York, and J. A. Sierra, New York.

The tabulation of the year's mileage has not yet been completed.

Why the Lady Remained Stout.

In Philadelphia there is a society woman who wished to decrease a certain amount of adipose tissue. With this idea in view she took to cycling. All went fairly well the first two lessons, and she gained confidence in herself and thought, not so much of the enjoyment derived from cycling, as becoming solte and comely of figure as she had been in her early twenties. After the second lesson the genius, who was telling her what not to do, suggested that she ride down a hill in the vicinity of Fairmount Park.

Mounting the bicycle at the highest point, she turned her head to say a word or so to her kind instructor, when the bicycle commenced slowly to descend. Gradually not very gradually, the speed increased, until the excited woman's ankles were "working overtime" far beyond their intended capacity. On, on went the plethoric cyclist, steering the wheel as well as she could under the circumstances. She passed friends, who thought she rode extremely well after so little practice. But an end had to come, and after a woman's fashion she became deadly faint and left the bicycle to itself, while she reposed in a nearby ditch.

The lady now is more corpulent than ever, and, strange as it may seem, resents severely any mention of bicycles.

Memphis, Tenn., Jan. 12, 1905.

The Bicycling World.

Gentlemen: Please take my "ad" out of your For Sale column. I have sold the Indian motorcycle I advertised. Had four straight orders for it at once, and a number of letters asking for description.

Considering the season, this speaks well of your paper and of the demand for second hand motorcycles. Inquiries came from Portland, Me., to Kansas City, but none from the South.

Yours truly, H. A. WHITE.

WALTHOUR ASKS FOR MERCY

His Combativeness All Gone He Pleads for a Fine—Others Also Contrite.

The "Walthour Cycle Racing Association," a refuge for cyclists with sore heads or other troubles, is "off"—away "off," and Robert, himself, is pleading for mercy.

Despite reports from Atlanta, Ga., and from Paris that he had been reinstated by the National Cycling Association, this is found to be untrue, or at least premature, although inquiry of Chairman Batchelder brings to light that the "fallen idol" is trying hard to have the year's suspension, which was imposed upon him by the Board of Control for quitting the six-day race and raising a rumpus, changed to a fine instead.

Walthour's haughty mien, which he maintained when he loudly talked of forming a rival organization to "smash the N. C. A. to smithereens," as he expressed it, has entirely vanished, and he now seems anxious only to get back under the official umbrella. He, of course, promises to be good in the future if reinstated.

Nor is Walthour alone in his plea for clemency. James F. Moran, of Chelsea, Mass., who was suspended for a year; Otto Maya, Erie, Penn.; James Bowler, Chicago, who received suspensions of six months each, also ask for reinstatement, and their petitions will be acted upon at the annual meeting of the National Cycling Association this month.

Nat Butler arranged for the payment of his fine of \$50 some time ago, and has since competed in Jack Prince's Buffalo and Troy indoor race meets. Jed Newkirk, Ben Munroe and John Bedell have arranged for the payment of their fines of \$50 each, and will get in the harness once more at Prince's Philadelphia meet, as will also Hugh MacLean, who was fined \$100. Menus Bedell, the other quitter, has arranged to "make good" for his fine of \$50, and sailed on Tuesday for Europe, where he will mate with Willie Fenn during the summer.

The Sultan and the Bicycle.

Abdul Hamid II, the Sultan of Turkey, is a sportsman of the first water, if a picture that appeared in the London News some time ago can be believed. It shows an interior view of the palace, in which a bicycle steeplechase has been built, and depicts the Sultan sprinting around the track on a bicycle (English, of course), hurdling boxes and other obstacles, while the beauties of the harem are in the distance gazing at the marvellous feats with admiration depicted on their countenances. Verily, the English photographer must be on very friendly terms with Abdul, or else has plenty of money to pay for specially posed for pictures.

The Ramblers' Bicycle Club of Buffalo, the pioneer cycling association of that city, will celebrate its twentieth anniversary February 16, with giving a banquet. A dance will follow the dinner.

Experience Counts.

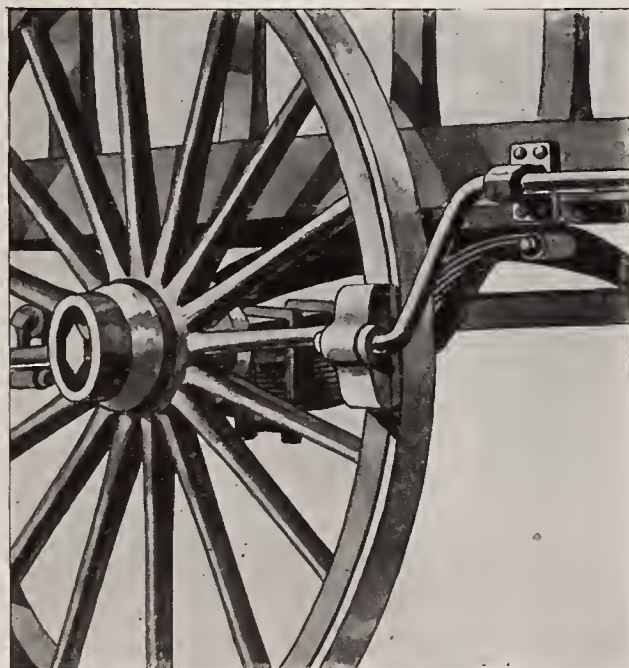
You've heard that before, and it applies
as soundly to the design and construction of coaster brakes
as to any other article.

THERE'S WHERE WE SCORE.

The MORROW was the first coaster brake;
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means that the ripest experience is
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in its manufacture than
in its principle.

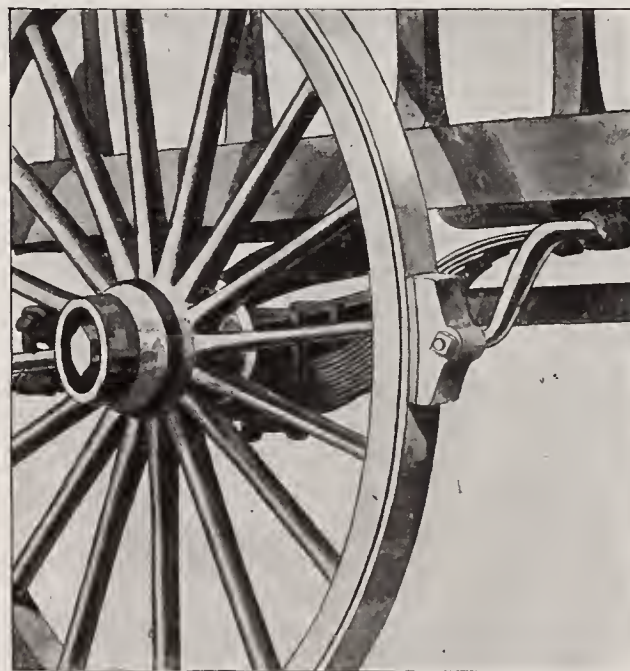
FOR INSTANCE:

You would not place the brake on a wagon as shown
below with the pressure applied on the side, giving
the wheel opportunity to spring and
making the brake inefficient.



Yet that is the way other coaster brakes are applied
on the hubs of bicycles, and that is why experienced
riders will use no other than "MORROW"
• Coaster Brakes.

You would put the brake on a wagon this way,

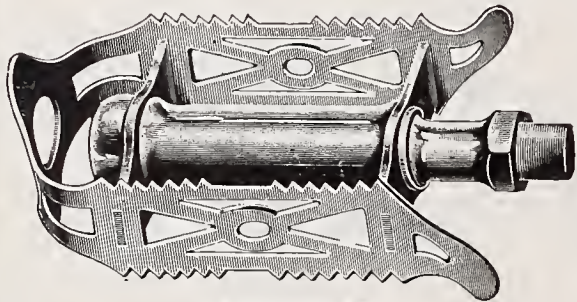


And this is exactly the principle of the MORROW—it's
the right principle.

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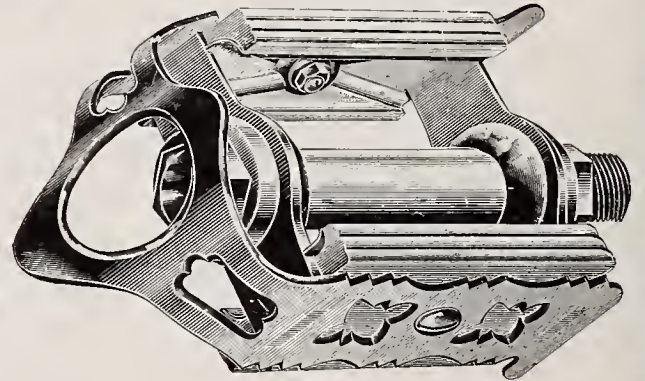
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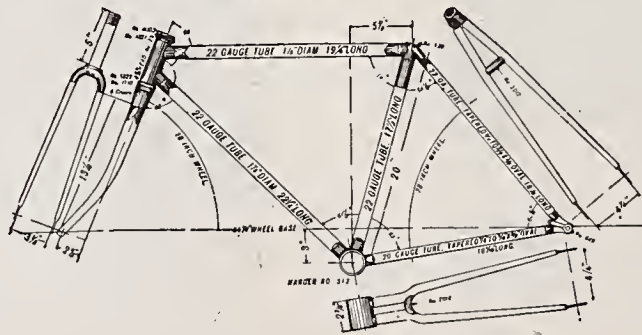
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Please write for prices and information on any want you may have for Bicycle merchandise.

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CYCLING A GODSEND

So Says Prof. Warren, Who Tells How to Make the Most of it.

"I do not hesitate to say that bicycling is a veritable Godsend to the man or woman in search of health, or to one who has it and wishes to retain it," says Professor Warman, whose series of papers on physical education have attracted some little attention. "But there are three things to be strictly observed in order to make bicycling a pleasure instead of a curse: First, moderation in distance; second, correct position; third, correct breathing.

"Moderation cannot be specified by any special number of miles. What is moderation with me (a chip of a boy only 57 years young) might kill some riders, and some riders would have no difficulty in leaving me in the lurch. I am not an expert nor an ex-spurt. In the summer of 1900, in Chicago, I rode ninety-one miles in seven hours (the mercury 91 in the shade). Tired? No. I never tire. I always stop short of that point by observing my own rule of moderation, viz., do not ride so far that the last mile robs you of any of the pleasure of the preceding ones; in other words, never ride until you are fatigued. If you are going fifty miles and you feel that twenty, at a stretch, would tire you, just jump off at the end of ten miles and allow the muscles to relax for about two to five minutes, not longer. Do this at the end of each ten miles, if necessary, and you will reach your journey's end as fresh as a daisy.

"Correct Position.—This is neither erect nor the monkey-on-a-stick position. It is the golden mean between the two extremes. To sit correctly is not, necessarily, to sit erectly. To do so, is physiologically wrong unless one uses (as he should) the hygienic instead of the rigid frame. Even then, for comfort, for vital economy, for speed, the rider should seek the centre of gravity, which is midway between the two wheels. If he sits erectly he becomes a drag on the rear wheel, is obliged to propel or push the bicycle as if he were a thing apart; whereas, every true wheelman knows that he is a part of the thing itself (not necessarily a crank) so long as it is under motion—and under him. The body should incline forward from the hips without crooking the spine. This position leaves the chest well raised, giving freedom to the heart and lungs, and prevents what has been the greatest hygienic objection to bicycling, viz., the jar to the kidneys, spine and base of brain (some brains, however, would not be much affected).

"The handle bars should be neither too high nor too low; not high enough to crook the arms, nor low enough to crook the spine. The arms should be straight when inclining (not bending) the body forward.

"The saddle should tip slightly forward—

never the other way. It should be sufficiently high to allow the legs to almost fully extend with every revolution of the pedals. By heeding this caution—at any rate of speed—you will never experience the cramping of the thigh muscles.

"To get the right position of the saddle and handle bars, raise the saddle sufficiently high that when the pedal is at the lowest point, your heel will rest lightly thereon without bending the body to the side. This extends the leg without stretching, and when the ball of the foot (not the instep) is on the pedal, you will have sufficient play of knee and ankle. This position will also prevent the knees from rising too high, a very objectionable feature. The proper distribution of weight means better distribution of effort.

"Correct Breathing.—By this I mean deep, full, diaphragmatic breathing, and always through the nostrils, even in hill-climbing. When a hill is so steep that you cannot ascend without opening the mouth, it is better and wiser to dismount and push your wheel up. By controlling the diaphragm you will learn to control both the breathing and the heart action. Make it a muscular instead of a mental or nervous action by controlling the diaphragm through the action of the waist muscles. By all means avoid opening the mouth and forcibly expelling the breath when reaching the top of the hill. This habit frequently results in valvular trouble, as it causes too great dilation of the heart.

"I cannot speak too highly of the benefits of bicycling as a lung exerciser. When one is at rest he consumes about 500 cubic inches of air in a minute, but when riding a bicycle only nine miles an hour, the air consumption is 1600 cubic inches a minute. At a speed of twelve miles an hour the air consumption leaps up to 2300 cubic inches, while at eighteen miles an hour the rider increases the consumption of air to 3000 cubic inches a minute. That is a consumption worth having.

"Just one word more. Bicycling will reduce one's weight (if over fleshy), providing he rides fast enough and far enough to perspire freely and thus burn out the adipose tissue. If one is underweight and needs good solid flesh, he can get it by riding more moderately and eating nutritious food to repair the waste and so continue until nutrition exceeds the waste. As a noted humorist said: 'It's a poor mule that doesn't work both ways.' In my own case, I succeeded in reducing my weight over twenty-five pounds; in fact, the very first day I rode—or tried to ride—the wheel, I fell off 196 pounds."

Larson Wants Only \$15,000.

Magnus Larson, of Chicago, Ill., has begun suit against Thomas Ambrose and I. M. Dillman, also of Chicago, to obtain balm for alleged injuries caused by the defendants' automobile. Larson, who was riding a bicycle at the time of the accident, thinks \$15,000 will make him whole again.

"VAN" AND HIS CUP

Why he did not Learn Whether a "\$1,000 Offer" for it Was True.

From somewhere or other the report reached Chicago that Colonel Pope stood ready to give \$1,000 for a cup he presented for competition several years ago and which was won by N. H. Van Sicklen, the then crack amateur of the West. Van Sicklen heard it, and as he is now big and hog-fat and as his racing days are over, he no longer had any compunctions about violating the amateur rule—or at any rate an interviewer places him in this position and makes him say:

"Well, \$1,000 at this date, so far removed from the time I won this cup, seemed good to me, and I asked Mrs. Van Sicklen to get some silver polish and fix up the old cup so that it would shine like new. 'What for?' she asked, suspecting something.

"'Well, Colonel Pope wants to buy it for \$1,000,' I replied.

"'If it is worth that to the colonel,' she replied, 'it is worth that to me.' And out on the parlor table she put the burnished trophy. It is to stay there. I came near ruining my amateur standing by disposing of the old trophy, but now I'm glad that my wife decided to keep it."

Van Sicklen was then asked what had become of his scores of medals and other trophies testifying to his prowess on the cycle track.

"What have I done with my medals and trophies?" he responded, repeating the question. "Have I sold them? Well, I guess not. They are in the safety deposit vault, where, I suppose, they will remain until my two boys get them out to decorate their homes."

Were Justice is Not Merciful.

From that island "nine by seven" on the other side comes a not uninteresting paragraph on the delights of cycling after dark and what may happen should a rear light be forgotten.

On January 14 a cyclist was summoned for riding after dark without a light. The magistrate ordered the cyclist to pay costs, \$3. After examining the contents of his pockets the cyclist discovered he had only \$2. He tendered this, and promised to forward the remainder, but the offer was refused, and he was then sentenced to five days' imprisonment. This was not all, as the "lawbreaker" was then handcuffed and taken away in a prison van to the lockup.

Once in jail he was ordered to take a bath in "ice" cold water, was given the garb worn in that institution and placed in a dark cell. When he entered the prison he was allowed to send a telegram to a friend asking him to come and bring money enough to release him. The friend sent a reply, which just saved his moustache and hair, as the barber was about to begin operations on his scalp.

DELUGE OF LEGISLATION

Many Laws for Automobiles Hit Motorcycles, and in Texas, Racycles, too.

During the past two weeks automobile legislation, which specifically or by implication includes motorcycles, has become almost epidemic. There is no part of the country that has been entirely free from the contagion.

In Massachusetts a pending amendment to the present law, which specifically mentions motorcycles, would increase the judicial powers of the State Highway Commission and make it possible for that body to revoke the license of a manufacturer or dealer, and thus practically put him out of business, as they could no longer test or demonstrate their machines on the road. There is also pending a proposal that the "gearing and other mechanical devices used for the transmission of power from the engines of motors or motor vehicles should be so arranged that the speed of such motor vehicles cannot exceed that permitted by law." As the law provides different limits of speed in cities, parks and in the country, no one has yet attempted to explain how the gearing can be arranged to comply with the requirement, if it is enacted. This requirement is similar to one pending in New Jersey.

In New Hampshire, Representative Couch is seeking to have passed an enactment requiring a registration fee of \$3, and that speed be lessened when passing a horse-drawn vehicle.

In Indiana a law has already been passed imposing a registration fee of \$1, and requiring numbers, not less than five inches in height, to be displayed at all times.

In Wisconsin, at the request of a farmers' grange, a bill has been introduced limiting the speed during the day to eight miles an hour, and between sunset and 10 P. M. to four miles. When meeting a horse, the farmers desire that all motor vehicles come to a stop. Another bill proposes a license fee of \$10, and provides that engines shall be stopped when passing a horse—which would make it practically impossible to use them in cities—and limits the use of motor vehicles to persons over eighteen years of age. The minimum fine is placed at \$50. Still another bill provides for a registration fee of \$2, but in all other respects is the same as the foregoing.

In Minnesota, if the bill pending becomes a law, it will be necessary to register all machines—fee, \$2—and to carry numbers 4½ inches high; to slacken speed when passing a horse and to do likewise when approaching schools, churches and post offices; otherwise the county commissioners may fix their own speed limits and "general rules. The minimum fine is \$50.

In Tennessee, ridicule compelled Senator Jetton to withdraw his bill requiring bonds of \$3,000, but instead there is pending an-

other act providing for a registration fee of \$2, to be paid to the Secretary of State, and that the number of the certificate be registered within five days in the owner's county. Speed must be slackened when approaching horse-drawn vehicles.

South Carolina is the one State in which registration and license fees are not required by the pending measure. It merely fixes the speed limit at fifteen miles per hour on country roads, and requires that they be slackened when approaching a pedestrian or horse-drawn vehicle; also that lamps be carried at night and on "foggy days." It also provides that, in the event of a suit for damage, a lien shall attach to the vehicle causing the damage outranking all other liens.

In Texas, the author of a bill that is pend-



CAPT. T. S. BALDWIN, THE CALIFORNIA AIRSHIP MAN, WITH HIS HERCULES MOTOR BICYCLE.

ing in the Legislature appears to believe that racycles are a species of motor vehicle, as his bill, which specifically applies to "any automobile, motor car, racycle or motor vehicle of any kind," requires a registration fee of \$1, and provides for the display of numbers, of course. No speed limit is specified, other than the general requirement that vehicles shall not be operated in such a "careless, reckless and wanton manner as to endanger life, person or property," but requires that they stop when meeting skittish "horses, mules or oxen."

In California, where Senator Charles M. Shortridge, of Santa Clara County, is the sponsor of a bill, "motor bicycles and steam road rollers" are specifically coupled. The Senator would have the county officials permitted to make such speeds as they deem proper, these legal limits to be printed and posted at intervals of every quarter-mile along the road. He would also license not the vehicle, but the driver, whom he would have wear a numbered badge, which number is also to be displayed on the body of the vehicle and on the lamps. The Senator believes in "piling on the agony," as he specifies that the violation of his act should be punished by a fine of not less than \$100.

LIGHT ON LUBRICANTS

Chiefly as Applying to Motors—Cylinder Oils are Many and Varied.

For the benefit of those to whom lubricating oil means that and nothing else, and to whom "oil for oiling" is all the same, it must be explained that there are enough different grades and qualities of lubricating oil to fill a fair sized volume merely in enumerating them, and that the composition of each is such as to fit it for a particular purpose only. As mistakes in choosing among this endless array usually mean endless trouble for the man who makes them the subject is one deserving of study, which, needless to add, it has not been given to any extent thus far.

It will be just as well not to attempt to make your own compounds by the startlingly clear formulae given above, even though you do handle large quantities of lubricants for automobile use; the refining companies employ high-priced chemists to do it, and it must be admitted they achieve the desired result. And it will, likewise, be advisable for the novice when investing in this great necessity not to ask for lubricating oil for a "two horsepower engine" or a "twenty horsepower engine," because the laugh will be on him. But it will help to clear matters if he will inform the salesman whether he possesses a heavy bearing slow speed engine, or one with light parts running at high speed, and whether the lubricant is for the bearings, crank case or the cylinder. For the first a good grade of machine oil should be used, and a little saving in this respect is false economy of the worst kind, while for the cylinders there should always be used an oil that is made expressly for this purpose. But "cylinder" oil is a fairly large division of the subject, and the exact use it is to be put to will be of value to the man who is selling it. Many have gone ahead on the presumption that cylinder oil is all one and made use of the heavy bodied article designed for use in steam engine cylinders, with the result that in a short time the passages become choked with carbon, the engine loses power and continues exploding, even after shutting off the spark. The proper and only oil for the motor cylinder is a thin lubricant that will not carbonize under the high temperatures it is subjected to. An occasional examination of the exhaust passages of an engine will suffice to reveal whether this is occurring or not, and the remedy is a better lubricating oil. But by better doesn't mean merely cost, as steam engine cylinder oil is worth three to four times as much as the gas engine article, and that many times worse than the latter for the purpose.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

BICYCLES IN WINTER

What May be Done to Make Their Use Convenient and More Pleasurable.

"To the cyclist who uses his machine on every day of the year," says the Irish Cyclist, which evidently has not seen many days such as New York and the larger part of this country have experienced during recent weeks, "it is a matter of no small importance that he should provide himself with a bicycle that can be ridden with satisfaction on roads that are wet and muddy.

"We have noted in several quarters a call to the trade to provide a machine that would be specially suited for winter work. We may say at once that the call is not likely to be responded to.

"In the first place, the market for such a machine would be a comparatively small one, for the number of riders who use their machines daily during the winter is but a small proportion of the army of cyclists, and most of them are content to adapt their summer machines to the altered conditions.

"At the same time, we may say there is no difficulty in getting from any of the first class houses a machine that can readily be adapted for riding on wet and muddy roads. Indeed, the call for a winter bicycle has already been met.

"In selecting a bicycle for all the year round use there are certain points that should be borne in mind by the purchaser, and, having satisfied himself with regard to these, it becomes a question of putting on a few extra fittings for winter use.

"The first and most important point to be looked for is that there is ample clearance to enable the mud that adheres to the tire to be carried round by it and not be deposited on the back stays or front forks.

"Another point that should be looked for is that there is good clearance between the top of the tire and the bottom of the crown, and that mud guards are not brought too close to the wheels. Very few road bicycles will be found wanting in these respects, but it must be borne in mind that a machine cannot have what we may term winter clearance and a narrow tread at the same time; and it should also be remembered that a large diameter tire gives less clearance than a small or medium size.

"On the subject of the clearance between the tire and the mud guard, we may say that for winter as well as for summer use we prefer guards of celluloid to those of steel. Not only are they lighter, which is a consideration that cannot be lost sight of at any period of the year, but they are noiseless, non-rusting and less liable to collect mud by reason of the fact that they vibrate a good deal and consequently the mud has not time to cake on them. Few cycle manufacturers fit celluloid guards as a standard, and it must be

confessed that the attachments sold by the celluloid manufacturers are not as satisfactory as those fitted by the cycle manufacturer. The former have to design a fitment that can be put on any machine; the latter has only his own frame to consider. But this by the way.

"The second consideration for the winter cyclist is that the machine should, as far as possible, be impervious to rust. Little progress in this respect has been made in the last few years, and beyond the fitting of rims made of aluminum alloy nothing has been done by the cycle manufacturer to make his machine rustless. A few years ago a plan of coating tubes with celluloid was exhibited at a show, but as nothing was afterward heard about the process it may be assumed it did not prove a success, or that the cost



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put it out of court—more likely the latter. The aluminum rim is, however, a real advance, and no cycle intended for all the year round use should be fitted with anything else. For appearance sake we like the centre and edges of the rim to be enamelled, leaving only the path for the brake blocks in white metal. For protective purposes the enamel is unnecessary. A rustless poke is now being introduced, the rustlessness being attained by giving a coating of aluminum alloy to a steel spoke. We hardly think that this is likely to prove as successful a method of protecting the spokes as enamel, for the coating must be applied before the spokes are built into the wheel, whereas by enamelling the wheel after building it is possible to cover it, as it were, with a complete skin from rim to nipple and from nipple to spoke.

"How can the other parts of the machine be made impervious to rust? We fear it is impossible to make them absolutely impervious to the weather, but a good deal can be done by enamelling many of the parts that are usually plated. Two years ago we had a machine built in which every part was en-

amelled. When it was new it had a very funereal appearance, but after a winter's use it looked quite as well as a sister machine that was finished in the orthodox fashion, and it certainly called for less care in the interval. At the same time we think that appearance need not be altogether sacrificed. The handle bar might be plated, but the stem carrying it should be enamelled, and the nuts and the inverted levers of the brake might also be plated. These bright spots will set off the machine without putting an obligation on the rider to clean up regularly. Even if the winter riding cyclist goes so far as to enamel every part of the machine, he should plate the parts of the brake levers that come in contact with the hands. They are liable to become chipped by leaving the machine against walls, and they are unpleasant to the touch when rusty.

"The fitting of a gear case we regard as an important matter; but it must be fitted, not merely attached to the machine. A badly fitted gear case is worse than none at all, as it gives to the rider a feeling of false security and he often forgets to give the chain the attention it deserves. If a gear case is not fitted a triangular guard of celluloid should be attached in the corner between the back forks and the lower part of the rear mud guard, as it prevents side splash from the wheel reaching the chain.

"It goes without saying that dust proof bearings should be looked for, but while it is possible to make the bearings of the head, hubs and bracket proof against wet and grit by wrapping chenille wire or worsted around the axles, it is practically impossible to protect the inner bearings of the pedals. This fact notwithstanding, we know of only one firm that supplies a pedal which allows the mud to flow down the crank without entering the bearing. The only remedy is to lubricate frequently with a good heavy oil. This, however, is more a question regarding the care of the bicycle in winter—a subject to which we must return on another occasion.

"The width of the mud guard is important. Most guards are too narrow for winter use, but it is a comparatively easy matter to fit a pair of winter width. It is important that the back guard should come down well over the back wheel, below a line drawn through the hubs of the wheel. The stays should be outside the guards; if placed inside they tend to collect mud. A mud splasher is, of course, an essential fitment.

"It is idle to discuss the possibility of the trade supplying a bicycle which can be cleaned with a bucket of water and a hose. There is no need for such stringent measure, and, in any case, it is impossible to make a machine absolutely proof against water. The winter bicycle can be had at once, but the purchaser must be prepared to pay a fair price for it, and he must not grumble if it weighs more than thirty pounds."

France is just now full of praise for a one-legged cyclist who made the tour of Europe. He covered 2,700 miles in thirty-nine days.

Favorites Beaten in Buffalo Armory.

An enthusiastic crowd greeted the riders in the two and five-mile bicycle races at the Sixty-fifth Regiment Armory, Buffalo, N. Y., last Thursday night. The heats in each race were close and hotly contested.

The first heat of the two-mile handicap bicycle race was won by Gurney Schue, who rode from scratch, and Alfred Meuer, with 40 yards handicap, was a close second. A. Baumlner, with 100 yards, was third. Fred Schudt, 20 yards, was the favorite in the second heat, and won out easily. W. E. Bauman, 110 yards, rode in second, and R. S. Lewis, 50 yards, third. The third heat was somewhat disappointing. R. J. Hoover, with 20 yards handicap, was considered an easy winner, but he failed to overtake Philip Backert, who was given a lead of 170 yards, and rode second. Charles McCracken finished third. The final heat was interesting. McCracken caught Bauman in the eighth lap, and that put all the riders together. McCracken managed to get the pace, and kept in front until the tape was crossed. Bauman was second, and Alfred Mercer third. The two miles was made in 5:19.

The five-mile open race was even more exciting than the two-mile event, although the finish did not turn out as was expected. The event was run in three heats, and the first two in each heat and third in the fastest heat to qualify for the final. Fred Schudt, of the Standard Wheeling Club, captured the first heat, with A. W. Holmes second. Alfred Mercer, P. J. Hoover and A. Baumlner finished first, second and third, respectively, in the second heat, and the third heat was won by Gurney Schue; Charles McCracken finished second.

The final heat was beset with difficulties. Gurney Schue and R. J. Hoover were picked out as easy winners, but both riders were thrown in the first lap. Although considerably bruised, both men mounted their machines and pluckily started after the bunch, alternating pace. Their efforts proved of no avail, however, as the leaders were fully three-quarters of a lap in advance. Fred Schudt won the race, and Alfred Mercer and Charles McCracken had an exciting sprint for second place. Mercer beat McCracken out, but the latter was scarcely four inches behind. The time for the five miles was 14:01 4-5.

Summaries:

Two miles, handicap.—Final heat—Charles McCracken, Ramblers' B. C. (70 yards), first; W. E. Bauman, Athenians (110 yards), second; Alfred Mercer, Sixty-fifth Regiment A. A. (40 yards), third. Time—5:19. Also rode—A. Baumlner, Fred Schudt, R. S. Lewis, Philip Backert.

Five miles, open.—Final heat—Fred Schudt, Standard W. C., first; Alfred Mercer, Sixty-fifth Regiment A. A., second; Charles McCracken, Ramblers' B. C., third. Time—14:01 4-5. Also rode—A. W. Holmes, Ardells; R. J. Hoover, Moonshines; A. Baumlner, Athenians; Gurney Schue, Ramblers' B. C.

Home Trainer Championship Settled.

The Bay City Wheelmen may now lay claim to the California home trainer championship, having defeated all the California clubs that competed in the finals in the open tournament held in San Francisco. The first contest was between L. Randall, of the Bay City Wheelmen, and D. Francis, New Century Wheelmen. Randall had the speed, and gradually drew away from his opponent. He rode the imaginary two miles in 2:30 1-5. F. H. McLaughlin, the pride of the Bay City's, did not seem to have a chance against Arthur Trout, of the Oakland organization, in the second contest. Trout developed an early burst of speed and kept the dial ahead throughout the race, winning in 2:29 1-5, the best time that has yet been made. R. Neff, of the Oakland Club, gave T. McGrath, the California cycling man, a beating in the next race, and rode in 2:37.

E. Holden, of the California Cycling Club, won from L. S. Cunningham, of the New Century Wheelmen in the fourth event, his time being 2:39. In the final event H. McWhirter, the Bay City's representative, rode away from A. Dagget, of the California Cycling Club, winning the event in 2:31. The victorious Bay City team was presented with the loving cup, and the Oakland Wheelmen won second prize.

Fenn and Bedell go Abroad.

Leaving behind him an enviable record, W. S. Fenn, of Waterbury, Conn., the former team mate of Champion Kramer, left New-York Tuesday morning on the steamer Kaiser Wilhelm der Grosse for Paris, where he will seek honors and cash on the leading tracks of France. Fenn is the first American sprinter to go abroad this year; he is accompanied by Menus Bedell.

Fenn and Bedell, though they will ride on different tracks in Paris, will hang together, and may even ride as a team, providing arrangements can be made later on. Fenn is under the management of the Reese Brothers, who took Walter Bardgett to Paris last spring.

Fenn has given out that he is through with Kramer, who also signed to race abroad, which means that the Kramer-Fenn combination, almost irresistible for the past two years, will be broken up, and this year the former team mates will fight it out separately for the national championship. Fenn was expected to team with Kramer again this year, but the former rider says there is no percentage for him in such alliance, and this year he wants a chance at the national championship when they return from abroad.

Tags Will be Yellow.

Ten thousand oval-shaped tags for bicycles have been ordered by the City Clerk, Minneapolis, Minn. These tags are yellow in color, with the year and date printed in black. The first batch of the "labels" will be delivered in time to be placed on sale in April. It is significant that the same number of tags were ordered this year as last year.

Prince to "Edify" Philadelphia.

John Shillington Prince, familiarly known as "Jack" Prince, the "purely philanthropic" bicycle race promoter, believes the staid old residents of the Quaker City are fairly aching to witness some bicycle racing again. Accordingly he means to give them the six days of it, beginning February 20.

Prince has been nourishing a desire to put on a race at Philadelphia since the successful endings at Buffalo and Troy, but it seems the real trouble has been to secure a building large enough in which to build a track. He has been fortunate enough to secure the Second Regiment Armory for the week, February 20-27, and the preparatory work of building the track will begin next week. The track will be the same as those in Buffalo and Troy—12 laps to a mile.

The events programme has not been arranged as yet, but it is supposed that the Philadelphia carnival will be conducted on the same plans as the ones in Buffalo and Troy. The following riders are scheduled to appear: J. Frank Galvin, Ben Munroe, John Bedell, Floyd Krebs, Walter Bardgett, Gusie Lawson, W. F. ("Hobo") King, Oscar Schwab, Louis E. Mettling, Charles Turville, Frank J. Cadwell, Hardy Downing, E. F. Root, Oliver Dorlon, Joseph Fogler, Charles Hadfield, Jed Newkirk, Otto Mays, James B. Bowler, Hugh MacLean, and Fred Ernst, the speedy Rochester amateur.

Will Run Belle Isle Again.

The twenty-five mile Belle Isle handicap, once a famous event in the West, will be run again this year by the Detroit Wheelmen, the date selected being May 30. After a lull of some years, and after several postponements, the club revived the race last year, when the time prize was won by George Wuey, of Syracuse, who rode the distance in record time, in 1:02:31. President Louis Schneider, of the Wheelmen, has the matter in charge, and he is of the opinion that the number of entries in this year's race will eclipse all previous meets. Last year forty-four lined up at the start.

Tried the "American Plan."

Paris was highly excited over what was a novel contest over there, and what they termed the hundred kilometres "a l'Americaine." The American part of the race consisted of the six-day idea of permitting men who were partnering together to relieve each other when they thought fit, except in the last ten laps.

Doerfinger-Dupre was the winning team, Poulain-Jenkins were second, and Theile-Jaack, third. In all, sixteen different teams competed.

Motorcycle Road Race for Atlanta.

Gus Castle, the well known Atlanta, Ga., dealer, has a motor bicycle road race "in the works." It will in all probability occur in June and over a course of either 50 or 100 miles.

Horse and Motor Compared.

F. E. Edwards, M. E., educational director of the Chicago School of Motoring, gives the following advice upon the care of automobiles:

"The principal difference between the necessary care to be taken of an animal drawn or a motor vehicle is that with the animal drawn it is absolutely necessary to feed your horse, mule or donkey three times every day, make his bed at night and furnish him with water whether he is performing any work for you or not.

"With the motor vehicle such daily attentions are unnecessary except at such times when it is going to be called upon to do your work, and then it is equally as necessary to look over your machine, see that all nuts and bolts are tight, and oil and grease cups, water and gasoline tanks filled, as it is in the former case to see that your animal is fed."

Glen Echo Makes Itself Heard.

Two brawny town constables mounted on bicycles equipped with speedometers will figure in some minor comedies which are sure to be the result of the ordinance regulating the speed of motorcycles and automobiles, passed this week by the Mayor and Council of Glen Echo, Md., a little village on the Conduit Road, from Washington, D. C., to Cabin John's Bridge. The ordinance fixes the maximum speed at six miles an hour, and Heaven help any motorcycleist who is caught exceeding this limit by the officers, for they will be fined anywhere from \$5 to \$25, and it is more likely to be the latter amount.

Muskegon as a Motorcycle Center.

Paul Stamsen, vice-president of the Federation of American Motorcycleists, has completed the organization of his (the Western) district by the appointment of William Stover, Muskegon, Mich., as district secretary. Dr. C. J. Dove, also of Muskegon, has been appointed the Western member of the F. A. M. Competition Committee. The little Michigan city is developing into a red-hot motorcycle centre. The local club has a purely motorcycle show on the tapis, and will also conduct a race meet in the early spring.

Rhode Island Call for Lamps.

Representative Kane, of Narragansett, R. I., is preparing to introduce a bill in the Rhode Island Legislature, compelling bicyclists and motorcycleists to carry lights after sunset. As the law now stands, lights are not made compulsory, although cyclists, as a rule, usually carry them after dark. The amendment, however, will only call for one lamp, to be carried on the front of the machine.

United Kingdom's Motorcycle Population.

During the entire twelve months of 1904 the total number of motorcycleists registered in Great Britain and Ireland was 29,000. Of the number 8,000 were booked in the last five months of the year.

Test of Touring Motorcycles.

The first of this year's motorcycle contests to occur will be the French "international tourists' trial," which is programmed for February 18-25. In some respects the rules that will apply are out of the common.

Only tourist motorcycles are qualified to enter, all "freak" machines and racers being rigidly excluded. Two categories are created, viz., (1) motor bicycles without weight limit; (2) two-seated motor bicycles, tricycles and quadricycles, weight limit 200 kilogs. Machines must carry all the usual accessories and attachments, such as mud guards, pedals, mufflers, etc. The course will be over a distance of about 1,400 kilometres, divided into fourteen stages of 100 kilometres each (two stages per day spread over seven days), starting from and returning to Versailles, February 22 being a day of rest. Only actual manufacturers of motor bicycles or their agents can enter machines, and only three machines of the same make can be entered in each category. Entries closed on February 1, the fees being for Category 1, 50 francs; Category 2, 75 francs, which includes insurance against fire. The price of the machines must be declared, and an undertaking given to sell to the public at the declared price.

The usual regulations in regard to supervision and the noting of repairs will be enforced, and the awards for regularity in running will be determined by deductions for stops, etc., from a maximum of 1,400 points. Speed on hills will be decided by the allotment of fifty points to machines surmounting the test hills without assistance or pedalling. Other points will be allotted as follows:

For comfort, which will include suspension, ease of starting, silence, fuel carrying capacity, etc.—Category 1, 100 points; Category 2, 200 points.

Position of engine and mechanism—Category 1 and Category 2, 800 points each.

Carrying capacity for accessories, baggage, design of the machine, etc.—Category 1, 75 points; Category 2, 150 points.

Selling price.—Category 1, 25 points; Category 2, 50 points.

Total for Category 1, 1,000 points; for Category 2, 1,200 points.

Life Nets to Catch Tourists.

The latest departure of the French Touring Club suggests a course of acrobatic training for cyclists.

A start has already been made by placing nets to avert accidents on bridges situated at sharp turns in the roads. Iron supports set in masonry hold a wide net, into which cyclists who may lose control of their machines are expected to alight. The first nets are to be placed in the mountainous districts of the Riviera.

New York Motorcycleists Begin Early.

The New York Motorcycle Club is emulating the early bird. It has scheduled an open century run for May 7, and its annual open hill climbing contest for the customary date—May 30.

ADMIT

merely for the sake of argument (for as a matter of fact you all know none of them have ever proved it) that there are other motor bicycles "just as good," or just as reliable as the INDIAN, and that your selection is to be made solely on

A Dollars and Cents Basis

how, even then, you can choose other than the

INDIAN

We give you

**DOUBLE GRIP CONTROL,
ADJUSTABLE CUSHION FORK,
BROOKS IMPORTED SADDLE,
SPLITDORF TORPEDO SPARK COIL,
FULL MUD GUARDS to BOTH WHEELS,
FRAME-CONTAINED LAMP BRACKET,
CHAIN GUARD,**

ALL**WITHOUT EXTRA COST.**

If you bought each separately the total would reach a pretty figure, and of course with the INDIAN you also get the benefit of the skill, experience and personal inspection and supervision of Oscar Hedstrom, the inventor of the INDIAN. Does any one else offer you so much for anywhere near the price?

Is it any wonder that so many men are willing to pay more for a second-hand INDIAN than they will pay for new machines of other makes?

If value for your money is what you seek, the INDIAN gives it to you dollar for dollar, and a little more.

**HENDEE MFG. CO.,
Springfield, Mass.**

**Pacific Coast Representatives,
THE BRUNETTE COMPANY
491 Mission St., San Francisco, Cal**

What Becomes of Old Tires.

Perhaps not one person in a hundred knows what becomes of the hundreds of thousands of bicycle tires that are discarded annually, and yet this is a question that is frequently asked. Bicycle tires are not guaranteed to last forever, and neither do they. Then what becomes of the discarded ones?

The best of rubber is necessary in the manufacture of tires, and it costs the tire maker, on an average, say, about \$1.25 per pound, but old tires go for about 40 cents per pound or sometimes less; it all depends on the shrewdness of the junk dealers. Rubber in its pure state does not answer the purpose of the tire maker, because it has not sufficient plastic. Pure rubber will bend under pressure, but it will not rebound, and it is therefore necessary to mix it with sulphur and other chemicals to such an extent that they cannot be separated. This chemical preparation produces the desired and necessary resiliency.

Old tires are torn to pieces in a masticating machine and reduced to a sticky mass somewhat resembling the pulp seen in paper mills, although of a darker color. This mass is reworked and remoulded into common rubber sheeting, door mats, dolls, combs and numerous other necessary requisites that are found in every household to-day. No other material is made into such a diversity of objects as rubber. Tons of it are shipped to Germany every year to be used in the production of the squeaking doll.

The manufacture of bicycle and automobile tires has assumed such huge proportions that crude rubber is an expensive article to buy, and manufacturers of rubber toys and such articles look largely to cast off tires for the supply of raw material used in the business.

When you wipe your feet on the rubber doormat or perhaps when baby plays with a rubber doll that jerks out a sound supposed to be "Papa" or "Mama," at your own choice, or when you are told that Mr. So-and-So is wearing a rubber foot instead of his old cork one, how then can you be absolutely certain that it did not at one time form a part of the old bicycle that you discarded?

How the Coaster Brake Helped Him.

Although it has never been published before, the correspondent of a Paris paper now in this country recently related an interesting story of how the coaster brake served him good advantage in assisting him to score a "beat" on his rival reporters.

"Santos Dumont No. VII is falling into the Bay of Monaco," was the telephone message I received," he said, in telling it, "and at the time I was on the mountain above La Turbie. I quickly mounted my bicycle, which was equipped with a coaster brake, and demonstrated the use of that device where speed and great care are of importance. As soon as that balloon fell into the water a wire must be sent to Paris.

"I realized the importance of getting a sight of it before it touched the water, in order to vouch for the accuracy of the news.

"Passing the little policemen of Monaco at full speed, in spite of their efforts to arrest me, I arrived at the spot where Monte Carlo begins. Through the gardens I rushed, past the Casino and then along the high walled road which leads straight to Monaco Bay. I arrived just in time to see the cigar shaped balloon about ten feet from the water. In a few seconds I put the useful bicycle in a corner and ran to the water's edge before the airship touched its wet bed. Poor Santos gradually dropped into the sea, and was hauled out by the sailors of a nearby yacht."

"If I had not had a coaster brake it could never have been done," said the Parisian, in answer to a question, "simply because I would not have dared to fly down that steep mountain road and around its many curves at the speed I made on that occasion. It was only my ability to backpedal and ease up quickly on the turns that saved me. In passing the police, it was funny to see the expression on their faces as they saw me turn corners and slow down without a turn of the pedals. They probably imagined the machine was propelled by a 'silent motor' of some kind."

Besides losing several choice game chickens, a family in Jacksonville, Fla., are minus two Columbia bicycles. Two negroes made a raid on the henery and then purloined the bicycles to make good their escape.

Horse Power Represents Minute's Work.

At his very best the strongest man stands in pretty poor comparison even with a horse, for hard, continuous labor, remarks a contemporary. He might perform for a few minutes one-half horsepower of work, but to keep this up for any great length of time would be impossible. Thus the gain in forcing horses to do a part of the world's work was enormous. One horse could exhaust a dozen men in a single day, and still be ready for the next day's work.

The measurement of a horse's power for work was first ascertained by Watt, the father of the modern steam engine, and he expressed this in terms that hold to-day. He experimented with a great number of heavy brewery horses to satisfy himself that his unit of measurement for work was correct. After many trials he ascertained that the average brewery horse was doing work equal to that required to raise 330 pounds of weight 100 feet high in one minute, or 33,000 pounds one foot in one minute. So he called this one horsepower.

This work, however, is not continuous, for the horse would have to back up after each pull to lower the line of the pulley, and thus he would work four hours a day in pulling 330 pounds into the air at the rate of 100 feet a minute and four hours in slacking up the rope. Consequently no horse can actually perform continuously what is generally called one horsepower. The horse was never born that could tug at a rope for eight hours a day, pulling 330 pounds 100 feet each minute without rest or change. Consequently, when we speak of horsepower we refer only to the average work a horse can do in one minute—that is to say, the rate at which he can work.

A strong man might pull half that weight 100 feet in the air in two minutes, but he could not repeat the operation many times without being exhausted.

For all needful purposes the expression of one horsepower is accurate enough, and practically shows the measurement of an average horse's abilities for working. As a rule, a strong man can in eight hours work at the rate of about one-tenth of one horsepower—that is, it would require ten men to pull 330 pounds 100 feet in the air in a minute, and then slack up and repeat the operation throughout the eight hours of a working day.



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People will not be able to help seeing and admiring these signs.

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These signs are 12 by 15 inches and each one is worth at least TEN DOLLARS.

1904 certificates will be accepted the same as those of 1905.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N.Y.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, February 18, 1905.

No. 21

WHY GOULD "FEELS GOOD"

Chicago Manager Briefly Touches on Some of the Causes of His Cheerfulness.

Out in Chicago, the new manager of the Pope Mfg. Co.'s western department, P. E. Gould, is "feeling good," as he expressed it to a Bicycling World man one day last week. There is nothing pessimistic in his make-up or utterances, and the "automobile boom," or whatever it may be, does not worry or concern him in any way.

"We have absolutely nothing to do with automobiles," he said. "We don't make them and don't even talk about them. Our business is bicycles, and nothing but bicycles. At this moment we have not only more orders on hand than we had at this time a year ago, but have actually shipped more goods by a considerable quantity—in fact, I don't mind telling you that never since the Pope Mfg. Co. took over the effects of the American Bicycle Company have we shipped so many carload lots of bicycles to the Pacific Coast. The goods we have shipped, and are shipping, are all new goods. We got rid of all our old stock some time ago.

"Whatever may be the case in the East," said Mr. Gould, in response to a leading question: "there is nothing the matter with the jobbing trade in the West. It is distinctly all right; and the fact that we have more jobbers on our books than for several years is an indication of it.

"Motorcycles? We are obtaining our full share of the demand, and the demand is good, and, what is more to the point, is growing."

Mr. Gould also stated that a new system had been evolved to reach the smaller communities, where travelers rarely, if ever, called, or where it would not pay to call; and that the results that had come of the first application of the system had been little short of remarkable.

Year's Grist from Patent Mill.

During 1904 there were filed 52,143 applications for patents, an increase of nearly 2,000 over 1903, and 20,429 patents expired. There were 30,824 patent designs issued, 110 patents reissued, 2,158 trade marks, 1,114 labels and 297 prints registered. More patents

were issued to citizens of Connecticut in proportion to population than to any other State—one to every 1,097 persons.

The report of the Commissioner of Patents for the calendar year shows receipts of \$1,657,327; expenditures, \$1,476,000, and balance in Treasury to the credit of the Patent Office, January 1 last, \$5,863,867, which includes receipts of past years.

Queer Suit for Damage.

Interesting testimony is expected to develop at the hearing of the case of the Niverville Bicycle works, Oscar T. Smith, trustee, vs. the Town of Kinderhook, N. Y., before the Court of Appeals, at Albany, on Monday, February 20. Five thousand dollars is the amount involved in this litigation, Smith attempting to recover that amount from the town, alleging that the change in the highway in front of the bicycle works property had deteriorated its value. The case has been before the Appellate Division, and that tribunal rendered a decision adverse to the bicycle company. Hence the appeal.

The Retail Record.

Sunnyvale, Cal.—M. L. Sherman; new store.

Youngstown, Ohio.—Max Oresky; new store.

Willows, Cal.—T. D. Orr, involuntary petition in bankruptcy.

Lawrence, N. Y.—D. E. Lenox; fire; \$1,000 loss, \$200 insurance.

Hartford, Conn.—Henry Andrus; fire; \$2,000 loss, no insurance.

Hercules Gives Way to Curtiss.

The George H. Curtiss Mfg. Co., Hammondsport, N. Y., have changed the title of their motor bicycles from Hercules to Curtiss. For 1905 they will be marketed in three models—2½, 3½ and 5 horsepower, respectively. The Curtiss people, incidentally, have just become possessed of a new plant, where they now have an abundance of elbow room.

When Inner Tubes are "Parts."

The New Zealand customs authorities have ruled that "inner tubes for pneumatic tires for cycles, viz., tubes measuring over 2 in. across when deflated, also tubes measuring 2 in. when deflated, if weighing 10 oz. or over, are to be classified as 'parts of motor cycles,' the duty being 20 per cent ad valorem."

JERSEY TRIES A HOLD-UP

"Stand and Deliver" \$5 or You Can't Use Roads, the Robberlike Demand.

New Jersey means to play the "whole hog." Last summer one of the State officials was quoted as saying that the \$1 fee, exacted alike of resident and non-resident motorcyclists and automobilists, came so easy that it would be foolish not to get more of such "easy money."

This miserable sentiment has crystallized in the form of an amendment to the automobile act, to which motorcycles also are specifically subject, increasing the registration fee from \$1 to \$5, and making the license of but one year's life instead of perpetual, as heretofore.

Assemblyman Harry S. Scovel is the author of this "gonging" amendment. If passed, it will affect not only the Jersey men themselves, but many thousands of New Yorkers and Pennsylvanians who are giving to visiting the State.

The Federation of American Motorcyclists is moving in the matter, not merely to fight the increase of "admission fee," as the tax has been styled, but to absolutely have motorcyclists exempted from the operation of the automobile law.

Ticks a Tale of the Morrow.

Those who "stand next" to the chief officials and traveling representatives of the Eclipse Machine Company, Elmira, N. Y., have, during the last few days, received an unusual souvenir of the Morrow coaster brake—a desk clock that keeps real time, and that is therefore useful as well as ornamental. The dial is surrounded by the faces of President Whittier, Secretary Webster, Superintendent Morrow and Representatives Weaver, Keats and Bill.

Casswell Succumbs to Competition.

Casswell, Ltd., one of England's biggest jobbers, has gone to the wall. The statement of accounts for the year shows a loss of £3,979, to which must be added directors' salaries and depreciation of stock. Fierce competition, with increasing expenses, is said to be the cause of the downfall.

MOTORCYCLE VIBRATION

"Moonshine," Says Corson, who Offers Himself as an Example of Its Effects.

I have been told many times that the vibration of the motor bicycle is too much for certain riders, especially on rough country roads.

This is often brought up as an objection to the machine by those who do not know anything about it from a practical standpoint. A bicycle dealer said to me within a few days that the machine could not be used in his section of the country because of the rough roads, as it would "shake a fellow all to pieces." He had owned one of the kind of machines that I have so many times had held up to me as a sample of the "failure of the motor bicycle." This, I will venture to say, he never rode very much, and that when he did ride it, it was not as one should ride a motor bicycle.

As it happened, I have ridden through his section of the country, and the roads are much superior to several thousand miles of country over which I have motorcycled, and without experiencing so much vibration as from the pedal bicycle.

The trouble is right here: Most users of motor bicycles have not learned how to ride them. A person must know how to ride a "push" bicycle in order to be able to balance and guide a motor bicycle; and, in addition to this, he has something to learn in order to ride with greatest ease. The motor bicycle, with its extra weight and large tires, running at the rate of speed of a "push" bicycle, does not vibrate so much as the light small tired bicycle.

The motor bicycle, being a power driven machine and capable of running fast over rough roads, where a rider could not pedal a bicycle, must of necessity be thrown off from a level plane many more times within given time than a "push" machine running half as fast. To overcome this extra number of shocks the perfected motor bicycle is equipped with not only large tires, but a large saddle, with springs equal to the weight of the rider, and he should learn to carry his full weight on the saddle and pedals. When the shocks are too severe to be cushioned by the saddle, throw the weight on the pedals, thus letting the muscles of the legs take the shock, as in walking. No weight should be thrown on the handle bar, especially if the road is uneven. Never grip the bar, not even in sand. There is no necessity for it. Learn to balance the machine by throwing the weight on the pedals. Ride with the saddle low down. Hold the right foot behind, with the pedals level. In this position you are ready to set the coaster brake, and with the left foot to make a quick pedal dismount as the pedal comes down to the lowest point from the level position.

After a few days riding in this manner the muscles of your legs will become accustomed to the position and it will be easy and you will have perfect control of the machine. After my season's riding the muscles of my legs are as strong and well developed as in my best days with the "push" bicycle. My weight at this time is 181 pounds, against 159 pounds a year ago at this time. So I have not had anything, except care, shaken off from me. The vibration talk about the motor bicycle is all moonshine "knocking" by those who do not know how to ride or have never ridden much, if any.

E. H. CORSON.

Tempering of Small Tools.

Of prime importance to the mechanic or repairman is the knowledge of keeping small tools in good condition, and in this connection the matter of keeping them properly tempered comes first.

Several hints, therefore, about tempering tools may not be out of place: After plunging in cold water, warm the article in hot water before polishing it; some internal stress is thus removed, which will minimize the liability to crack when tempering. Instead of a piece of red-hot flat iron—upon which it is difficult to equally heat anything—make a piece of suitably thick iron piping red hot at one end, keeping the other end stopped up, so that the heated air is kept within the tube. The article to be tempered is held centrally within the tube until the desired color appears.

Another method of tempering, suitable for small fragile tools, is the hot sand bath. Take a tin or iron pot, fill with sand, and heat it over a burner or vulcanizer. Then bury the tool to be tempered in the hot sand; thus the air is excluded, and the article uniformly heated.

Here's a Home-made Cement.

The following compound has strong adhesive properties and is suitable for use on anything of rubber, particularly for fastening tires to rims. It is composed of waste rubber, 9¾ lbs.—old tires or the like, which must first be well cleaned—resin, 1 lb.; pitch, ¾ lb.; tallow or fat, ¼ lb., and common shellac, ¼ lb. These ingredients must be melted together and boiled slowly for an hour or so, stirring constantly, and then run into molds previously well chalked. For the latter purpose anything handy will do, preferably an old box. The preparation of this unsavory mess will not be found an exactly pleasant task, and unless the repairer finds large quantities of such cement necessary, it will be to his advantage to sell his old rubber instead of applying it to this use.

One Briton's Proud Boast.

Competition in England is evidently becoming of the knife-edge variety. One of the better known concerns finds it advantageous to advertise its plant as "the only British cycle factory without female labor."

DODGING THE CHAIN

Two Queer Attempts to Avoid Its Use, and Yet it Is Used, After All.

English manufacturers of motorcycles, as well as inventors who have given attention to the subject, are seemingly loth to depart from the belt transmission, and do so in gingerly fashion. Here are two recent examples.

The first is in short nothing more than an attempt to utilize both, and, considered from any point of view, has little to recommend it. The usual small pulley is fitted to the engine shaft, but instead of its customary counterpart many times greater in diameter adorning the rear wheel, the belt passes over a second pulley of the same size, cast integral with a small ten tooth sprocket on its inner face. This is fixed on a bracket on the rear fork, extending vertically upward and adapted to be controlled—i. e., to tighten or loosen the belt by means of a lever on the top bar. Just inside of this arrangement is a circular troughlike segment of about half the diameter of the rear wheel, carrying a loose chain of the usual type. Tightening the belt by means of the lever causes the small sprocket mentioned to pick up this chain and utilize the trough wheel as a pulley. The latter is of special design, consisting of a six-spoked wheel carrying a double rimmed periphery, each arm being attached to the rim by means of pins with rollers, and also acts in the capacity of a band brake. These pins and rollers are in reality so many of the ordinary chain pins and rollers, which pass freely in the same manner as the rest of the chain links when engaged with the teeth of the small sprocket on the bracket.

The second example is likewise a combined chain-belt drive, but with only enough of the latter to warrant the name. The ordinary sprocket is used on the engine, with chain ditto, except that the latter passes over a specially designed pulley on the rear wheel, of the size generally employed for simple belt drive. This is where the belt comes in. It is a wide, flat band of canvas, with teeth vertically secured in it at regular intervals—a sort of flexible sprocket. The chain engages this, and it in turn encircles the flat wooden pulley already referred to.

It is termed Simkin's "Pitch Band" drive, and the slip between the band and the pulley is said to be only what is necessary for starting purposes, and "no more." The advantages claimed for it are constant true alignment of the chain and a minimum of wear on the latter owing to the flexibility of the canvas belt.

Half a million dollars is the respectable revenue produced annually in Italy by taxing bicycles. Taking this as a basis, it is estimated that there are two and a quarter million machines in use on the peninsula, of which fully three thousand are motorcycles.

MAKES RICH, RED BLOOD

How Real Benefits of Cycling Are Not Appreciated and Health Suffers.

"One of the greatest troubles with men and women of to-day is the inability or refusal to appreciate the need and real benefits of outdoor physical exercise," said a fairly well known New York physician to a Bicycling World man a few days ago.

"It is all very well to have an exerciser in the room, or to spend a few minutes each morning with the dumb-bells. This may perceptibly increase the muscular fibre, but it does not augment the number of red corpuscles, or cells, of the blood, and that is, after all, the most important factor to be sought.

"The prime object in athletics is improvement of the general health. One writer has said that health, like happiness, does not exist. Each has a goal or a limit which, while seemingly attainable, eludes perfect possession. To obtain good health, muscle building is not a necessity. It is not possible to judge of a person's health by the dimensions and hardness of the muscles. I have noted that the converse may be true. Too much exercise is just as detrimental to the health, if not more so, than no exercise at all. To obtain good health, therefore, one must not be in a perfectly trained condition, owing to the effects of severe training on the nervous system. One should always bear in mind the fact that hypertrophied muscle has a tendency to degenerate. The heart being a muscular organ, shares in this tendency.

"Athletics are beneficial when properly and judiciously applied. Rowing increases the red blood cells, or corpuscles, but the exercise is extremely monotonous and slow.

In swimming, the red corpuscles are increased to a considerable extent; in fact, this is the exercise which heads the list of outdoor sports in this beneficial way. Bicycling comes next, and walking third. The increase in the number of red corpuscles in the blood tends to make the whole system healthier, and the otherwise stagnant blood courses freely then through the different arteries as it should course in the case of a healthy man.

"With this result it will be noticed that the brain is clearer and the appetite better; likewise all the senses are keener, and more enjoyment from life is derived.

"The mental exhilaration derived from a ride is no small factor in favor of bicycling. The vital spirit is the result of a mingling in the lungs with the elaborated, thin portion of the blood which the right ventricle of the heart transmits to the left. Pure air inhaled reddens the blood, and the exercise increases the breathing, develops the muscles, making the limbs more supple and nimble, when not indulged in to excess.

"In the less thickly populated districts the

inhabitants have a healthier mien. This is not so much on account of the air, but because the country is more conducive to regular exercise. One very important point in favor of cycling when compared to walking is the fact of being able to get away from the familiar sights of a large city with certain rapidity. The mere idea of taking a ride on a bicycle in the morning is invigorating, and it at the same time is responsible for cleansing the mind. Corpulent people can reduce the superfluous adipose tissue by means of bicycling, and those not so generously coated can put on flesh with the same exercise.

"When a man comes to me looking haggard and worn out, but otherwise in fair health, I frequently recommend the purchase of a bicycle, and the results in a very short time have usually surpassed my hopes. It is the laziness on the part of men and women nowadays which to a considerable extent deters them from riding a bicycle, and another reason is because the transit in all large cities has so improved that the bicycle as a means of local communication is thought too much exertion. It is really not short of a misfortune to public health that the bicycle is not more generally used."

Higgins Spins a War Story.

In a little barn on Canterbury street, East Weymouth, Mass., surrounded by old furniture and covered with a mantle of cobwebs, reposes one of the oldest tricycles in the country, and one which, it is alleged, saw service and figured in many events during the Civil War.

It was built by John Armstrong, alias Kelly, a scout in the Union service. He traveled many miles on the old machine, and, according to stories told, it carried him out of danger on several occasions. He built the machine before the war, constructing the hub of the front wheel out of a section of an oak limb and using broom handles for the spokes. His saddle was an army rubber blanket, fastened to a frame. The entire machine was of wood, with the exception of the rear wheels, which were steel. When he could not scout on foot, he used the tricycle. His longest ride was from Washington, D. C., to Portland, Maine, returning to Washington, and then back to Boston. Just before Armstrong died he gave the tricycle to its present owner, John J. Higgins, who says he would ride it yet if the front wheel was not out of whack.

Bought Bicycle and Bible.

A New York daily newspaper discloses the fact that the Department of Commerce and Labor at Washington has this year added to its permanent equipment one Bible, one bicycle, one binocular and one boring machine. It is supposed that the binocular is used to watch the trust as from afar, the bicycle to overtake them, the boring machine to overpenetrate their secrets and the Bible to swear them on.

WALTHAM WANTS MEET

And Probably Will Get the Gathering of Motorcyclists which it Seeks.

It appears reasonably certain that the 1905 meet of the Federation of American Motorcyclists will be held in Waltham, Mass.

Through C. H. Metz, Waltham has made formal application for the function, and as Springfield, Mass., which was for a time a likely candidate, has definitely withdrawn, the field is left clear for Waltham, and only the formality of a mail vote of the F. A. M. executive committee seems necessary to finally assure the holding of the annual gathering in the Watch City.

Mr. Metz, who is the moving spirit in the matter, promises a good time to all who may attend. The city itself is admirably located for such a purpose. It is in the centre of a network of magnificent roads, and in the immediate vicinity of numerous historical spots, among them Plymouth Rock, Lexington and Concord, Bunker Hill Monument, Wayside Inn and other points made memorable by the War of the Revolution, while the Atlantic Ocean, with a number of excellent beaches and resorts, is within easy riding distance.





"And right here in Waltham," to quote Mr. Metz, "we have the finest stream in the United States for boating and canoeing. Ten thousand canoes and light craft are owned on the river, within a stretch of five miles."

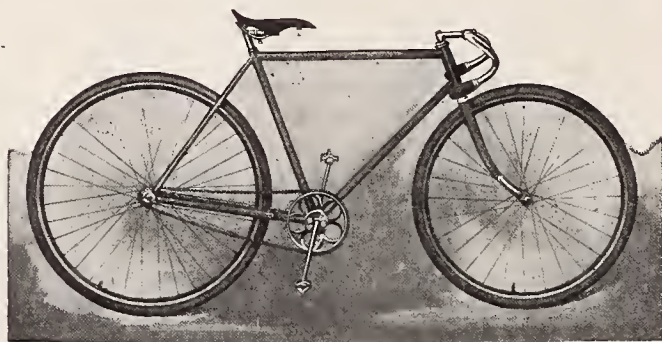
The city's rival carnivals and illuminations are among the most fairylike displays it is possible to imagine, and one of them, Metz promises, will be organized as a feature of the F. A. M. meet, if Waltham's invitation is accepted.

Boston is about ten miles distant, and the Charles River track there, undoubtedly the fastest in the world and the only one banked sufficiently to make any rate of motorcycle speed safe, is within easy reach and will be used for track events, which it is purposed to include in the programme. In Waltham itself there is a three-lap banked track, which will stand a speed of 1:30 or better, which may be used for economy tests, or any other such affairs as may be organized. There are also numerous hills suitable for hill climbing contests, and a number of straightaway stretches of straight road, the use of which, Mr. Metz is confident, can be secured for straightaway trials.

In fact, from what Mr. Metz states, nothing is lacking to assure a thorough good time in every respect, and he adds that there will be a motorcycle club organized in ample time to take charge of the meet when it is formally awarded.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

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MONEY IS AS IMPORTANT
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More good practical improvements **OF VALUE TO THE RIDER** than in any other bicycle made—Our old customers know it—Our new customers soon find it out.

Get our catalog and ask for agency proposition, if we are not represented in your vicinity.

NATIONAL CYCLE MFG. CO.,

BAY CITY, MICH., U. S. A.

FISK TIRES

well may be styled

The **AGENTS' ALLY** and the **RIDERS' FRIEND.**

They are all of one quality, the best; they all bear the brand **FISK**, they are never found on the bargain counter or in the "job lot" establishment, and those who buy them are given the fullest protection.

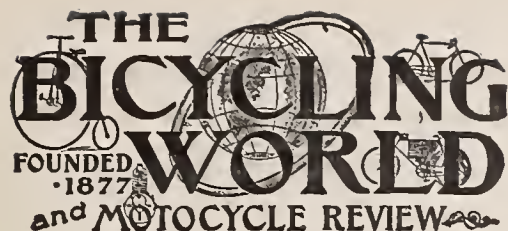
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 18, 1905.

"Twixt optimist and pessimist
The difference is droll;
The optimist the doughnut sees,
The pessimist the hole.

—Ex.

Finality in Frames.

Has the final word in bicycle design been said? An English contemporary seems to think that where home conditions are concerned, "talk of finality in this direction is premature, as numerous new developments in frame patterns are being put forward for the coming season's selling. "The idea of one of the latest," says the writer in question, "is to do away with the heavy and unsightly top and diagonal tubes and to use the back mud guard as a support for the pillar."

It is not difficult to call to mind the many distressingly awkward freak attempts at frame construction that antedated the unadorned diamond of substantial diameter, but light gauge tubing, and which one and all faded away with the adoption of the latter. The fundamental principles of the truss have been utilized to best advantage in the

bicycle frame of to-day, and it is safe to say that there is nothing of its weight more powerful or better adapted to withstand the strains imposed upon it than the true diamond frame as exemplified in present day construction. Of all the ills that man is heir to, fewest concern his frame, and the same can be said of the modern bicycle, for even when disaster, that puts all else in line for the junk pile, is the moving cause, the frame usually is the last to suffer.

All thought of further investigation in this direction apparently ceased with the development of the so-called diamond frame as now built, tacit recognition of the latter's superiority being general here and abroad, so we venture to assert that, after all is said and done, the efforts of our British cousins will prove to be abortive, due solely to inability to grasp the fact that the possible measure of perfection has been attained. The final word in frame design has been spoken, not to-day, but several years ago.

How Lamps Have Improved.

To hark back—not too far—to a time well within the memory of the present generation, when it was no uncommon thing to pay several dollars—ten or more, to be accurate—for a contraption of metal known as a bicycle lamp, and to compare these crudities with their successors of to-day, is truly amazing. It has been well remarked that for the price of one of these oldtimers a complete wheel can now be had, nor is this stretching the truth, either. For one of those long, coffin shaped affairs, with a clamp intended to embrace the axle of the old ordinary, when first on the market commanded a figure for which thousands of wheels are sold to-day. They consumed sperm or lard oil, splashed it about promiscuously, smoked like a chimney and did everything but produce a bright light.

For the rider whose pocket could not stand one of these there wasn't much choice—he had to content himself with a cheap arrangement of stamped tin, japanned black, to burn kerosene, and retailing at a few dollars, and which now hardly merits notice as a child's toy, so tawdry is it beside latter day creations. But, regardless of price, the light producing capacities of the two were about on a par—they sufficed to reveal obstructions after the collision and the formality of relighting had been gone through, for their besetting sin was a habit of jarring out sans provocation.

Experiments with electricity when the safety had reached prominence showed its

limitations for the purpose to be such as to entitle it to no consideration, and then came acetylene. Doubtless the recording angel was kept on the jump by those first gas lamps, for they certainly were a prolific source of profanity and ill temper. And had it not been for their immeasurable superiority in light producing power it is somewhat to be doubted if they would have survived to the present. But, like all things new, the principles of acetylene gas generation and its control were by means thoroughly understood, nor the proper method of its application in such confined space well settled. Given the right foundation to work upon, all things yield to persistent effort in time, and the gas lamp of to-day exemplifies this in no uncertain degree. The younger generation of bicyclists who found this modern illuminant ready to show the way when they first came upon the road can hardly appreciate the gap that separates it from the smoking abominations of high wheel days. Even some of those who used the gas lamps of yesteryear can scarce realize how great has been their improvement latterly.

In its endeavor to mulet all motorcyclists and automobilists \$5 per year for the privilege of using its roads, the State of New Jersey is literally assuming the position of a highwayman. There is something uncommonly despicable in its "stand and deliver" attitude; there is something hoggishly indecent in the sentiment that inspires it—the "we got \$1 so easily we may just as well squeeze \$5 out of them" sentiment. To our mind the whole miserable registration system is not short of robbery in the form of extra taxation. We believe it will be so proven the first time it is put to the legal test. Meanwhile, there should be no hesitancy on the part of motorcyclists in attacking the proposed amendment to the law, with all the resources at their command. It is an instance of the sort that shows the value of organization. The motorcyclists are fortunate in having their Federation to lead the attack.

It is sincerely too bad that the L. A. W. was not born a few years earlier. Its twenty-fifth anniversary would then have been celebrated in fashion befitting such an event, but falling in this diminished year of grace 1905, the League's "silver jubilee" will fall far short of what it ought to be, and more's the pity. For though many do not know it and do not care, and others have forgotten, cycling and cyclists owe much, very much, to this same L. A. W.

COOKE SUCCEEDS HIMSELF

**But L. A. W. has New Vice-Presidents—
To Celebrate "Silver Jubilee."**

George L. Cooke, of Providence, R. I., has succeeded himself as president of the L. A. W., likewise has Abbot Bassett, of Boston, succeeded Abbot Bassett as secretary-treasurer, and for the nineteenth time.

Their elections occurred at the annual meeting of the National Assembly in Boston, at which time these other officers also were chosen from among the "faithful":

First vice-president, Dr. Louis C. Le Roy, New York City; second vice-president, Marriott C. Morris, Philadelphia; auditor, George W. Nash, Wollaston, Mass.

"League Day"—silver jubilee at Boston—was appointed for May 30, and the following special committee named to act in conjunction with the executive committee: George A. Perkins, Boston; Abbot Bassett, Boston; Quincy Kilby, Boston; Alonzo D. Peck, Boston; H. W. Robinson, Boston, and A. P. Benson, Dedham.

Recognizing the fact that the Boston Bicycle Club was a very important factor in the birth of the league, and that it gave the league its first president, the assembly passed a vote asking this club to co-operate with the league in making the twenty-fifth anniversary a success.

An amendment was made to the constitution changing from October 1 to September 1 the time for estimating the membership of the States to determine the quota of representation in the assembly and to group the States having a membership under one hundred.

The secretary-treasury reported the accession of 148 new members and a balance in bank of \$72.80 and all debts paid.

Buffalo "Strikers" are Suspended.

Ten of Buffalo's amateur cyclists have been suspended by the National Cycling Association as the result of a refusal on their part to ride in the indoor bicycle races at the 74th Regiment Armory on January 21. The riders under suspension are R. J. Hoover; Gurney Schue, J. S. Baker, R. L. Lewis, W. I. Baumer, W. Morton, H. Stutz, F. Cushing, E. L. Jakoe and C. I. Daycock.

Schue, Baker, Hoover and Lewis are under the ban for a period of thirty days. These riders entered the games, and then, in accordance with the agreement of the recently formed "union," did not take part in the armory races. Later they presented a physician's certificate to the effect that they were physically unable to take part in the events, but the N. C. A. board of control refused to pass upon these slips.

The other six riders will stand suspended until they pay the entrance fee to the armory officials. They followed out a plan of sending in the six entries by one man, and then

later claimed that the bearer was not authorized to enter them. The bearer, however, to protect himself, declared otherwise, and his story was believed.

It will be remembered that the local cyclists decided some time ago to blacklist the 74th Regiment, their grievance being that the regiment raised the entrance fee and cut down the training hours.

Tigers' Home Trainer Tournament.

The first of the "interstate home trainer championship races" which the Tiger Wheelmen of New York have had "in the works" for a long time will be inaugurated on February 22 at Apollo Hall, 475 Ninth avenue, New York City, at 2 p. m.

The first race will be at one-mile against time. H. Van Den Dries, of the Tiger Wheelmen, is also slated to meet Charles Sherwood, of the Roy Wheelmen, in a special one-mile match race; when they last met they rode a dead heat. Other meets will be held during February and March, the nature of the races varying at each meet. They will be at distances ranging from one-half to five miles, scratch and handicap, and standing and flying starts, so that each contestant will have equal chances against the crack riders. The winner in each heat will be accredited with a certain number of points, to figure in the finals for the championship. A good list of prizes will be offered to the winner at each meet, and prizes will also be given at the final meet for the championship.

Entries will be received prior to February 22 by H. A. Glieman, president Tiger Wheelmen, No. 563 Seventh avenue, New York City, who is in a position to allow entrants use of the trainer to get into trim.

How Muskegon is Stirring Things.

That hotbed of motorcycle interest in the West, Muskegon, Mich., is now possessed of a motorcycle club, of which Paul Stamsen is president, Chester Howell, secretary, and Dr. C. J. Dove, treasurer. They purpose having a summer-long carnival of motorcycle sport.

Last fall, although lacking a club, the local riders held a meet which drew six thousand people. This year they will open the season on May 30 with an extensive programme, and as Muskegon is possessed of a good half-mile track, it is probable that weekly meetings will be held. An endurance or reliability contest is also on tapis.

Muskegon is located on the shore of Lake Michigan, and is a considerable summer resort. It is visited each year by thousands of people, and the motorcycle club believes that it has a splendid foundation for their elaborate plans for a busy season.

Universals to Celebrate

Brooklyn's Universal Wheelmen will celebrate their sixth anniversary by giving a banquet at their clubroom, No. 65 Fleet street, Brooklyn, N. Y., Tuesday, February 21.

WHEELER WON BOTH MEDALS

**Californian Captured Award for Greatest
Mileage as well as for Most Centuries.**

Harry H. Wheeler, the California veteran whom "age does not wither nor custom stale," made a clean sweep of the 1904 prizes offered by the Century Road Club Association.

As was reported last week, he captured the award offered for the member riding the greatest number of centuries during the year, with a record of fifty-two such runs, and the annual mileage report, made public this week, shows that Wheeler also heads that list with a total of 11,761 miles, or just under 1,000 miles a month.

The nearest man to the orange grower is away behind—Harry Early, Bayonne, N. J.—with a record of 10,001 miles.

Andrew Clausen, Chicago, is third, with 8,834 miles, and that "grand old man of cycling," the ever-green Thomas W. Davis, Peoria, Ill.—aged seventy-odd—is close up, with a total of 8,242 miles. Fred E. Mommer, New York, is in fifth place, with 6,007 miles to his credit.

All of the others who reported their performances fell short of 5,000 miles and are not eligible for the engrossed certificates given for records of 5,000 miles or better.

The two medals given to those adding the greatest number of members to the roll were both won by Jersey City men—Harry Early and Joseph Sesta, with records, respectively, of 39 and 29 "recruits" to their credit.

Here's the Most Monstrous Motorcycle.

"Tommy" Hall, the British racing man, is the possessor of a new 24 H. P. two-cylinder motorcycle, built on his own specifications, which is guaranteed to travel at the rate of a mile a minute when in perfect running order.

This monster was specially built for Hall, who aims to make an onslaught on Darracon's hour record. As soon as the weather permits outdoor work, the "youth" thinks he can cover fifty-six miles in the hour. The motor will be driven by Franz Hoffman, the German pacemaker, who is at present in "Tommy's" employ.

'Frisco Loses a Leader.

W. F. Townley, captain of the San Francisco Motorcycle Club, and president of the New Century Wheelmen, died on February 2, following an operation for appendicitis. The operation was skilfully performed, but the disease had advanced beyond human remedy. Mr. Townley was twenty-five years of age and was a native of San Francisco, where he had a large acquaintance in the cycle trade. He leaves a young widow with a boy but a few days old. He was buried on February 5. Among the floral tributes was a broken wheel, inscribed, "Our Captain," from the Motorcycle Club.

Experience Counts.

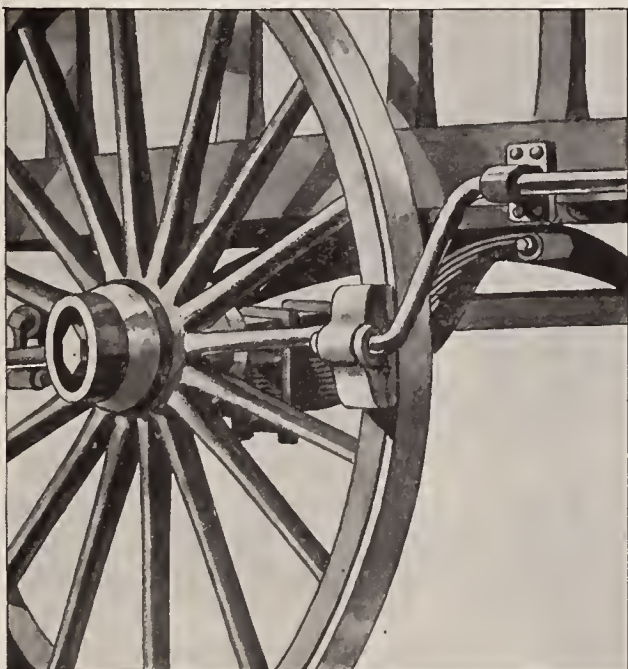
You've heard that before, and it applies
as soundly to the design and construction of coaster brakes
as to any other article.

THERE'S WHERE WE SCORE.

The MORROW was the first coaster brake;
all others came after—long after. This
means that the ripest experience is
embodied in the MORROW; and
the result is found not less
in its manufacture than
in its principle.

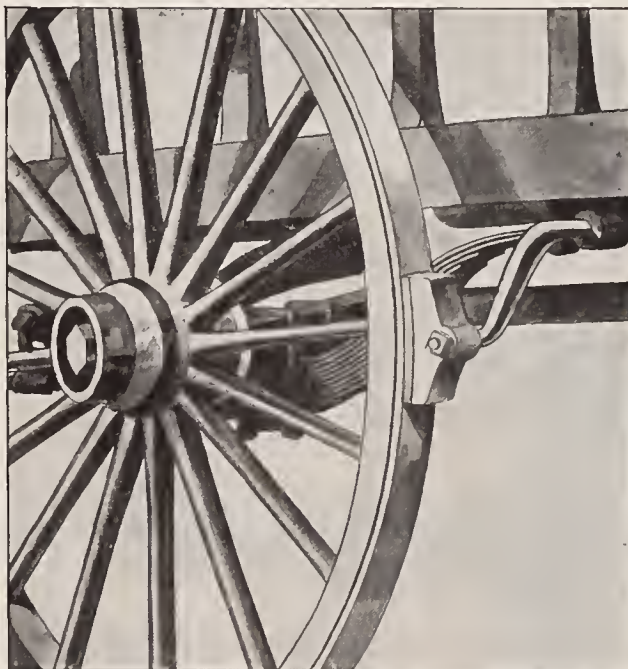
FOR INSTANCE:

You would not place the brake on a wagon as shown
below with the pressure applied on the side, giving
the wheel opportunity to spring and
making the brake inefficient.



Yet that is the way other coaster brakes are applied
on the hubs of bicycles, and that is why experienced
riders will use no other than "MORROW"
Coaster Brakes.

You would put the brake on a wagon this way,



And this is exactly the principle of the MORROW—it's
the right principle.

We will be glad to mail you
a copy of our booklet.
It's "catchy."

ECLIPSE MACHINE COMPANY,
ELMIRA, N. Y.

Single Tube Under Another Name.

One more of those single tube tires, or, as they are termed on the other side, a "tubeless" tire, is shortly to be placed on the market in England. While the improvement is claimed to relate to the outer cover of the tire and the application of a sealing air tube for the purpose of converting the outer cover in what is generally known as a "tubeless tire," it would seem to be more in the nature of a method of fastening the tire in place by means of the latter device. This will be readily apparent from the sectional drawings showing the deflated tire just placed on the rim and after inflating. Appended is the description of the new invention, which is known as the "Tolson-Holmes Tubeless Tire":

"For this purpose the upper or tread portion of the outer cover or tire has at each lateral edge, extending around the tire or cover, thickened rubber or canvas, or both, of which the cover is composed, so that when the cover or tire is arched and inserted in the rim such thickened edges form a substantial or solid base adapted to approximately fill up the space within the rim.

"Through one thickened edge of the cover and from end to end thereof, an opening is formed through which a small tube is inserted, and in the opposite thickened edge so as to be in alignment with the said tube when the cover is inserted in the rim, is provided a groove or channel.

"After the edges of the cover have been passed into the rim, as shown in Fig. 2, air is pumped through a valve into the small tube, which on inflation forces the rubber on the side thereof nearest the opposing edge of the cover tightly into the recess or channel (as shown in Fig. 1), and thereby makes



THE "TUBELESS TIRE."

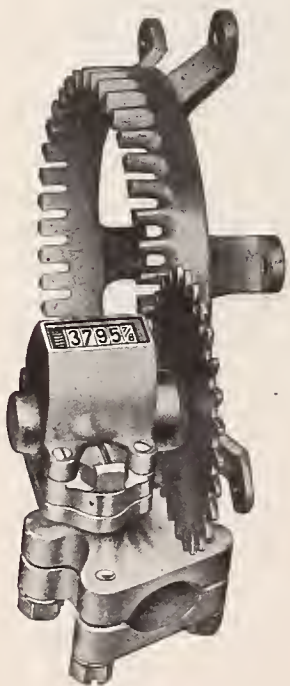
a perfectly airtight joint between the opposing edges of the cover and seals it up. Air is subsequently pumped through a valve into the interior of the cover or tire to inflate it as pneumatic tires are usually inflated, the inflation of the cover or tire serving still further to seal the joint or joints."

In other words, in the attempt to do away with one tube, the usual inner bladder, another is merely substituted in a different place, thus complicating simplicity and rendering the appellation "tubeless" a contradiction in terms.

To Prevent Oil Splashing.

One who has suffered from the effects of oil oozing or splashing from the pulley bearing of a belt-driven motorcycle—a fault common to some of them—gives the following as an "absolute cure":

"Take off pulley and get inside face recessed round centre hole, how much will depend on present amount of side play in bearing and distance, if any, between pulley and bush. Anyway, the object is to leave room on shaft between pulley and bush for a thin plate or washer of brass and two or three of rubber, the latter to keep the former slightly but firmly pressed against the bush. In my own case—a very bad one—there was rather too much side play, so I have room for the brass disc and three rubber ones cut from a piece of an old motor inner tube. After the engine has been run a few miles no more oil will come from that side; that is, when the brass washer has got ground down to a good fit; this must be cut from thin sheet and hammered dead flat and all burr removed. In my case, the oil was pumped in by me and ejected with great promptitude from the pulley side, whence, of course, it got everywhere, even on to the passenger in the trailer and the passers-by. However, not a drop comes out now, and the crank-case is as clean as possible after a day's run. The oil certainly made a bid for freedom through the air release valve. This I stopped up at once and altogether, and we have been happy ever since. I regard the common or garden air release valve as some form of joke. It is, indeed, most brilliantly inefficient. Another advantage I have found is that the valve-lifting arrangement gets oiled under the new regime. This formerly always worked dry."



Veeder

ODOMETERS FOR MOTOR CARS

will be on exhibition at our spaces at New York, Chicago, Detroit, Cleveland and Boston, where we shall be very glad to talk with manufacturers of cars concerning the special discount we make to those who equip their output with Veeder Odometers.

Dealers and jobbers are likewise invited to drop in at our booths to discuss the sale of Veeder Odometers for this year.

Automobile owners who wish to see the odometers in actual operation should feel perfectly free to come in and ask all the questions they choose. That is what we are there for.

THE VEEDER MFG. CO., 26 Sargeant Street, Hartford, Conn.

Cyclometers, Odometers, Tachometers, Counters and Fine Castings.

PRINCE'S "CURTAIN RAISER"

Puts Up His Saucer Track and Gives Philadelphians a Racing "Appetiser."

As a "curtain raiser" to Jack Prince's six days of racing in Philadelphia, which starts on Monday next, three motor-paced and one unpaced race were run on Thursday night at the Second Regiment on Broad street. The winners of Thursday's races will meet to-night (Saturday) for first and second money, and second and third place men for third money, and on Monday night the races will start in earnest.

The first event was a five-mile motor-paced race between Nat Butler, of Boston, and Frank Galvin, of Newark, N. J. Butler kept the lead throughout the race and finished in 7:47 1-5.

Eddie Root, of Sheepshead Bay, L. I., who, with Oliver Dorlon, won the Madison Square Garden six-day race, was the favorite in the four-mile unpaced event, and won easily from a bunch of crack sprinters. The race, however, was exceedingly tame—the riders apparently seemed to think loafing the natural thing to do. It was not until the forty-sixth lap that they showed any desire to "hunch" themselves, and then it was too late. Root shot down the steep incline like a bullet out of a gun, and before the following riders could be brought to a realization that something was doing, Root was smilingly taking the opposite bank, half a lap to the good. Joseph Fogler, of Brooklyn, broke away from the bunch, sprinted around the wooden bowl in pursuit of the strategic Root, with Frank J. Cadwell, of Hartford, tagging along in the rear. But Root was not to be robbed of victory, and he crossed the tape a quarter lap to the good. Fogler and Cadwell finished second and third, respectively. Time, 12:13.

Bennie Munroe, of Memphis, Tenn., beat out Louis Mettling, of Lowell, Mass., by over two laps in a four-mile motor-paced race. The time was 6:42. The last event was a six-mile motor-paced race between Gussie Lawson, of Buffalo, and Charles Turville, Philadelphia's favorite. The latter did not appear to be up to his usual standard, and lost his pace time and again. He was effectually put out of the race in the last lap of the third mile by his rear tire busting. A heavy fall resulted, but beyond a few scratches he was not injured. Lawson finished the race alone in 10:30.

Summaries:

Five-mile motor-paced race between Nat Butler, Boston, and Frank Galvin, Newark, N. J. Won by Butler. Time, 7:47 1-5.

Four-mile open race, unpaced—Edward Root, Sheepshead Bay, L. I., first; Joseph Fogler, Brooklyn, second; Frank J. Cadwell, Hartford, Conn., third. Time, 12:13.

Four-mile motor-paced race between Bennie Munroe, Memphis, Tenn., and Louis Mettling, Lowell, Mass.—Won by Munroe. Time, 6:42.

Six-mile motor-paced race between Gussie Lawson, Buffalo, N. Y., and Charles Turville, Philadelphia, Pa.—Won by Lawson. Time, 10:30.

Kaufman on Fancy Riding.

"To anyone who contemplates learning tricks on the bicycle," says the veteran "Nic" Kaufman, who has been so long in the business that none is more competent to speak on the subject; "I would give but one rule: 'Practice makes perfect.' It is old one, but there is nothing else that will give the same results as practice. There is no secret about learning to ride a wheel trick fashion, although most people think there is. When I got my first bicycle I tried, as most boys do, all sorts of experiments on it. It was one of those old ordinaries, the only kind we had in those days. I tried mounting from the pedals, first on one side and then the other; standing and moving, and advancing from step to step, till I felt as firm on the wheel as I did on the ground. I tried the same things, first right-handed, and then left-handed, and over and over again I tested every possible position that could be conceived of on a bicycle.

"Every spare moment I had was utilized in this way. Besides, I laid out a regular programme of acts, and went through all of them every day. Of course, I got many a fall, some of them hard ones, but thus far I have never had to call in a doctor.

"One will find that, as in everything else, what feats seem easiest are likely to be the hardest, and take days and weeks of steady work, while, on the other hand, what the spectator sees as the hardest are perhaps infantile. Others that look hard at first are easy when the movement is memorized. One feat suggests another, too, and scarcely a day goes by that I do not try new ones.

"Once I came very near meeting with a serious accident in Budapest. I was riding around the stage at a pretty good clip, when my front wheel slipped. From a nearby box a rope dangled, and as the bicycle slipped over the footlights I made a grab for the rope. Contrary to my expectations, the rope was not securely fastened, and I fell right in a big dish of Hungarian goulasch. The goulasch broke my fall, but it took several minutes for the box party to wipe the greasy mess from their immaculate shirt bosoms."

How the Mayor Drew the Line.

"Bicycles are necessities; motorcycles luxuries." Thus discriminates Mayor Finch of Toledo, Ohio, and pursuant to the declaration he has caused an ordinance introduced in the City Council to eliminate the existing license fee of 50 cents on bicycles, while motorcycles will be taxed \$2 a year. If the ordinance is passed it will not become effective until March 1, as it requires three weeks to become a law.

In the land of the rim-brake (England) the relative value of leather and fibre for the friction surface of the bearing blocks is an unending subject of discussion among riders. According to Cycling, at least one wheelman has solved the problem by adopting neither; he uses a pair of ordinary wine bottle corks.

ATE, DRANK, MADE MERRY

"Old Guard" of Original Club Celebrates Anniversary in Befitting Fashion.

Like all of the functions of the ripe old Boston Bicycle Club, its twenty-seventh annual dinner, on Saturday last, 11th inst.—the anniversary of its birth—was a thoroughly enjoyable affair. Of course, some of the "faithful" were missing, but "Papa" Weston, "Joe" Dean, "Billy" Everett and most of the others were there, and when the "Bibamus"—that jingle of Latin twisted to fit the club—was sung, the volume was as hearty and as mellow as of yore. There were "post-prandial exercises," of course, but none of them was permitted to assume the boresome dignity of a speech. Vaudeville followed the eating.

The dinner was held, of course, at Hendrie's, in Dorchester, Mass.

The menu card was studded with a number of "hits," suitable to occasion and facetiously credited to famous authors. Here are some of them:

'Neath Hendrie's hospitable roof,
Where winter cannot harm us,
With varying tones in divers keys,
We all will sing "Bibamus."
—Longfellow.

The tale of twenty-seven years
Is very quickly told:
Some of us have grown prosperous,
But not a soul grows old.
Our waists are waxing larger,
Our heads are touched with snow,
But we can kick the pedals,
As we did long years ago.
—Hamlet, Act III, Sc. 3.

What though the world outside be cold and rough,
With frowns incessant, is it not enough
That we should pass these evening hours away
With mirthful mouthfuls and with gladsome guff?
—Omar Khayyam.

A lot of friends, a lot of grub,
Something to smoke, a mug of beer,
A few good stories, a few good songs,
And what is Paradise to this here?
—Whittier.

When we feel depressed and pious,
We want Apollinaris nigh us.
When we need a friend to cheer us,
We like Apollinaris near us.
—Pilgrim's Progress.

If you would be always strong and well,
When you eat an oyster, don't swallow the shell.
—Rockefeller's Rhymes.

Eat up the cheese up as much as you wish,
But fish out the bones out from out of the fish.
—Booker Washington.

While your cigars you smoke and gayly chat,
Don't drop your ashes in your neighbor's hat.
—Exodus IV: 8.

POPE

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Chain and Chainless,

ALL GRADES and ALL PRICES

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Write for terms and cata-
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Hartford, Conn. Chicago, Ill.

"The Name Bespeaks the Quality."

HUBS

FRONT OR REAR.

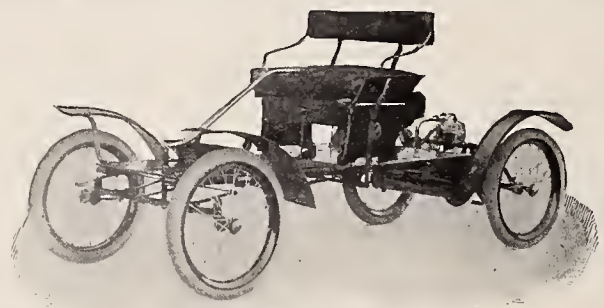


The kind you ought to use at the price
you ought to pay.

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READING STANDARD CYCLE MFG. CO.,

Reading, Pa.



ORIENT BUCKBOARD, PRICE. \$375.

MORE MONEY FOR YOU

Here's a motor-car for you to sell—thoroughly practical,
simple as a bicycle, with the speed of an express train, and
dependable as steel beams.

A man can get right out on the road with it after a half-
hour's practice, and reel off 35 miles an hour—get away from
more than half the touring cars.

The Buckboard sells for only \$375—\$50 less than last year—
and is greatly improved—has a new, simplified carburetor;
improved muffler; larger spring surface; almost noiseless driv-
ing pinions; and a new, patented starting device that makes
the engine turn so easily a child can start it.

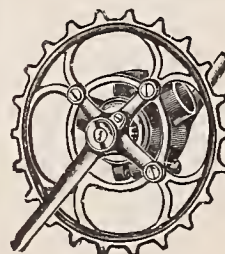
Get going! You can sell a dozen or more of these ma-
chines this season if you start now. Write for discounts on
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Orient Buckboards in four styles, for two or four passen-
gers, \$375, \$450, \$475 and \$525.

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Single,
Tandem,
Triplet,
Quad and
Motor Cycles.

ABSOLUTELY THE BEST
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Lightest, Nearest Dust Proof, and
Easiest Running Hanger in the World.

Up-to-date Dealers handle

HUDSON BICYCLES

Sole manufacturers of the celebrated

D. and J. HANGERS.

Write for our terms and prices, and special territory proposition.

HUSTLING AGENTS WANTED.

THE HUDSON MFG. CO.,

Hudson, Mich.

FOR WINTER RIDING

Some Hints Regarding the Protection of the Man and His Machine.

"In advising the use of a bicycle in winter we do not recommend what may be termed the heroic cause, recommended so frequently, of vaselining all parts of the bicycle with the exception of the top tube," says the Irish Cyclist.

"We have tried this method of treatment, but find no inconsiderable portion of the vaselene transfers itself from the machine to one's clothing. Indeed, we may say that for protecting a bicycle from rust in winter vaselene is by no means as effective as oil. For the purpose we prefer to use heavy oil, such as is supplied for the lubrication of water-cooled motors. It adheres to the parts of the machine which it is desired to protect much more tenaciously than vaselene, and, although it is rather more difficult to apply, we have found that by heating the oil and using a brush its application to the parts is made easy.

"The parts that should be thus treated are the head of the machine below the lamp bracket, the crown and the front forks for a couple of inches below the point where the wheel passes, the pedals and cranks, the lower part of the bottom bracket, and the compression stays for two or three inches back from the point where the wheel passes. These are the parts of the bicycle where mud collects in the greatest quantities; such mud as reaches the other parts of the frame will do no injury to the enamel, and can usually be removed with difficulty.

"It is also necessary to thoroughly cover the hubs, the spokes, up to the point where they are laced together, and the rims, if they are not of a non-rusting metal. We regard rims of aluminum alloy as an essential equipment for a winter bicycle. Indeed, we have come to the conclusion that no method of treatment will prevent the ordinary metal rim from rusting if the machine is used constantly in wet weather.

"The wrapping of the bearings with chenille wire or worsted is very desirable. The bearings that require to be thus treated are those at the bottom of the head, the front wheel and the left side of the bottom bracket, and occasionally the left side of the driving hub. The inner bearings of the pedal should also be treated in this manner, unless the pedals are of a class in which the bearing is removed some distance from the face of the crank. It is advisable to apply a coat of oil before protecting the bearings in this manner, and after the chenille wire or worsted has been affixed a further coat of oil or vaselene should be applied, so as to make the bearings absolutely waterproof.

"The part of the bicycle which requires the greatest attention during the winter is undoubtedly the chain. It is, of course, very effectively protected if a good gear case is fitted; but so few riders use gear cases nowa-

days that no article on the subject of the care of a bicycle would be complete without instructions as to the protection of the chain. It is constantly exposed to mud, and will quickly wear except it receives unremitting attention. At least once a month, when in constant use, it should be washed in paraffin and afterward soaked in a bath of melted tallow and blacklead, leaving it in the mixture until the latter solidifies. In addition to this, however, it requires practically daily attention when the bicycle is in use. The best plan is to wipe it with a cloth while still wet. Before venturing out the following day apply a preparation which lubricates the outer bearing surfaces but which does not attract the mud.

"A very useful device for winter riding, or,



NEW YORK BRANCH 214-216 WEST 47TH ST.

in fact, for permanent use, is the triangular guard to fit in the corner between the back forks and the lower part of the rear mud guard. This prevents side splash from the wheel reaching the chain; but, of course, it can only be fitted when there is a reasonable clearance between the compression stays and the driving wheel. On a very closely built machine a device of this character causes the mud that is carried round by the wheel to collect between the chain stays, and constant dismounts are necessary to remove it."

Eighteen Years and Prosperous.

The Flemington (N. J.) Bicycle Club has elected the following officers for the year 1905: President, William H. Bodine; vice-president, John B. Case; secretary and treasurer, Hiram E. Deats; captain, Charles L. Fell; lieutenant, Oscar M. LaRue; color bearer, Asa B. Reading; trustees, J. F. Bodine, W. W. Hawke, John B. Case, W. H. Bodine, H. E. Deats and Charles L. Fell.

Organized in 1887 and incorporated in 1893, the club has had a remarkable success. In addition to owning the club property, there is a comfortable balance in the treasury.

SHOES FOR CYCLING

The Part They Play in Making for Comfort and Effective Ankling.

"Few cyclists realize what a difference riding in shoes makes," says a rider of experience, "and how much it affects one's style. The ankles cannot act freely, and one's pedaling becomes stiff and 'flat footed.' This was brought home to me very forcibly in the case of a cyclist with whom I am sometimes in the habit of riding tandem. When ties are worn my partner nicks admirably, but with shoes there is a complete change of style, and as a result the machine drags and hill climbing becomes excessively severe. I have specially noticed this tendency to wear shoes among the younger generation of cyclists. They do not seem to have the enthusiasm of the old brigade, who made a study of the pastime, and who, when they found they could not get the same results when riding with shoes, immediately discarded that demoralizing style of footwear.

"Many people seem to imagine that it is necessary to have the ankle supported for walking purposes, and that the adoption of ties would be a dangerous practice, which would probably result in a sprained ankle. I can assure them that the support given by the best shoe is an artificial one, and results in weakening the ankle. When ties are adopted one undoubtedly misses the support which the shoes afforded, just at first, but in a very short time the ankle becomes stronger than ever. In fact, I would venture to say that sprains are almost unknown among those who habitually wear ties. I speak from experience, for it is more than twenty years since I discarded the shoe for good and all. Some years ago I went in for shooting to a limited extent, and greatly astonished my companions, who without exception wore the regulation nailed shooting boot of enormous weight, and could not understand how my ankles bore the strain of severe mountain climbing and struggling through rough bog land.

"There is another tendency which is greatly spreading, and that is the tendency of young riders to go in for stiff leather leggings. These have a most cramping effect, and when they are low cut absolutely prevent ankle action. They are also quite unnecessary. The lower portion of the leg from the knee to the ankle is almost impervious to cold, and even if one were to discard stockings their absence would be little felt after a short period. On the other hand, the unnecessary heat caused by the thick leather legging is very disconcerting when active exercise is being indulged in. Those who adopt leggings evidently think more of appearance than comfort or utility."

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

N. C. A. to Meet on Monday.

The National Cycling Association will hold its annual meeting in New York City, Monday, February 20. The most important thing to be decided is the case of the six-day "strikers"—Robert Walthour, Atlanta, Ga.; James E. Moran, Chelsea, Mass.; Otto Maya, Erie, Pa., and James Bowler, Chicago. Although all the suspended cyclists want to get back under the official cloak, Walthour seems to be the most anxious one of the bunch. The idea of being forced to cancel lucrative spring engagements in France naturally jars his delicate nerves.

Winter Racing in Paris.

In the international scratch race at the winter track in Paris on February 6 the team Mayer-Bader was first, with Mathiew-Jenkins second. After this event came the match between Peter Gunther and "Tommy" Hall. The Englishman won two consecutive heats with comparative ease, in spite of the cool, steady gait of his opponent. The best time for the ten kilometres was in the second heat, 24:29 1-5. A twenty-mile race was then held, in which Pottier vanquished the favor-

ite, Poulain, and the one time hour champion, Bruni, the time for the twenty miles being 39:02. Giuponne defeated the celebrated Classac in a motorcycle race, the latter "throwing up the sponge" and leaving the track when he saw his chances of the race were lost.

The Pig and the Pedaller.

In order to recover damages for injury to a bicycle caused by colliding with a pig on the highway an English judge has decided that proof of the fact that the porker was vicious and was in the habit of baiting bicyclists was a prerequisite. Strange as it may seem, the law applicable to the case, except in States where some farmer-legislator has had the exceeding foresight to change it, is identical in this country. Moral, give pigs a wide berth when on a wheel.

Cup Race in June.

The second contest for the International Cup, now held by the Motorcycle Club de France, will occur either on June 18 or 25. It was originally fixed to occur in May, but influence brought to bear by the English club brought about the change of date.

The Downfall of Jacquelin.

Jacquelin, the former apotheosized rider of France, is now a back number. He was defeated twice on January 30 at the winter track in Paris by Poulain, who won the first and last heats. The second heat was won by Jacquelin purely through Poulain changing his machine, which made the contest a trifle less "onesided." Poulain hails from the old town called St. Nazaire, and, according to the French papers, has so completely shown his superiority over the French "Idol" that the two are no longer in the same class.

Held a "Bicycle Funeral."

In Manchester, England a bicycle funeral recently actually took place. The deceased was captain of a local club and made a special request that after death his body be conveyed to the cemetery on bicycles. This request was carried out, many members of the club following the procession on bicycles.

Bavarians are firm believers in the efficiency of bicycles in the postal service. At the present time 439 bicycles are used by letter carriers in that country.



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we are giving dealers in return for NEVERLEAK "Brass Sign" certificates. Save these certificates, one of which accompanies each dozen 4 oz. tubes of NEVERLEAK and when you have twelve, mail them to us and you will receive one of these splendid signs, 12 by 15 inches, absolutely free. You should try to secure a pair of these signs, one for each side of your door.

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SEND FOR CATALOGUES.

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The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume L.

New York, U. S. A., Saturday, February 25, 1905.

No. 22

STOPPED BY NEVERLEAK

Buffalo Concern Obtains Decrees Against Two More Infringers of Tire Fluid Patent.

Those aggressive fighters, the Buffalo Specialty Manufacturing Company, have clipped the wings of two more infringers of the Duryea-Neverleak Tire Fluid patent.

The decrees were entered in the United States Circuit Court for the Northern District of New York on the 6th inst., and are comprehensive in that they include both the manufacturer of the infringing fluid, Le Roy Yakely, and the firm that sold his product, Rosback & Filsinger, of Syracuse, N. Y.

The decrees, of course, restrain both parties "from making, selling or using, or causing to be made, or sold, or used any device, mechanism, or mechanical contrivance, or any things whatsoever named, arranged or used according to the complainants' said patent, or differing therefrom only colorably or by the substitution of merely mechanical improvements for the same."

Adverse Report on Lamp Law.

Only automobiles will be required to display lights in Massachusetts. Although undoubtedly making for the protection of the public and for the safety of travel on the roads, the bill seeking to have all vehicles save merchandise wagons carry lamps after nightfall has been unfavorably reported by the committee on roads and bridges, which will almost certainly give it its quietus.

Bargains at a Luggage Sale.

Evidently English bicycles are not appreciated by the native bargain hunters on the other side, or else they do not relish paying much for a "good thing." At a sale of unclaimed baggage a lady's bicycle was knocked down for a shilling, while a collection of four machines, with a few odd wheels and tires thrown in, went for half a sovereign.

Hazleton Gets His Discharge

W. Fred Hazleton, formerly a wholesale and retail dealer at Providence, R. I., received a discharge in bankruptcy last week in the United States District Court.

Printed Matter that is Wasted.

Despite repeated advices that all catalogues and printed matter sent into Australia is subject to an import duty of 6 cents per pound, it is said that large quantities of such stuff are still being mailed to Australian merchants without their knowledge or consent. The result is that the addresses refuse to receive it, and that not only the literature itself, but the postage, is thrown away.

New Firm in Denver.

Hamilton & Payment is the style of the newest firm in Denver, Col. It is composed of W. W. Hamilton, long dubbed "the unpaced king of the road," and John A. Payment, also a rider of a repute and a tradesman of energy and ideas. They are located at 1616 California street, and will make the Reading Standard bicycle their leader.

"12 Warren" Closes its Doors.

Historic "12 Warren," for twenty-one years the down town New York branch of the Pope Mfg. Co., finally closed its doors on Thursday last. On that day the bicycles and all other contents were removed to the new Pope salesrooms and garage, at Broadway and Fifty-sixth street, where Manager Elliott Mason will continue to preside.

Fire Wipes Out Champion.

Fire which consumed twenty-one Cape May business houses Wednesday morning, entailing a loss of \$62,000, wiped out the bicycle store of Leslie Champion. His loss has not yet been estimated, but as a number of 1905 models were totally destroyed, it will amount to a considerable sum.

Bradford Gets Larger Quarters.

T. C. Bradford, the Wilmington, Del., jobber, has secured new quarters at 711 Market street, where he will have about four times as much room as in his present place, No. 311, on the same street. He will take possession early next month.

Davis Goes to the Coast.

Charles Davis, who formerly covered Ohio and Michigan for the G & J Tire Co., has been transferred to the Pacific Coast, and will hereafter travel that territory. He will make San Francisco his headquarters.

WEST IS AWAKENING

Is Fully Sharing the Increased Interest in Motorcycles that is Observable.

"It was not our experience that there was any lack of interest in motorcycles at the Chicago show," said George W. Sherman, of the Hendee Manufacturing Company, one day this week. "While the interest was not so extensive as at New York, the three of us who were in attendance at Chicago had our hands full. In fact, the West is going away beyond my expectations in the interest shown, and I believe that it will prove a profitable territory. Chicago itself will, I think, turn out to be a great motorcycle town."

"There was one feature of the Western demand that impressed me greatly, i. e., that not a few of those with whom we dealt were of the class fully able to purchase and maintain automobiles, and who, despite the fact, inclined to motor bicycles. Five persons of this sort were sent to us by one wealthy gentleman, who is the owner of a car. It is, I think, a straw which shows which way the wind is blowing."

"I have just returned from the factory at Springfield," continued Sherman, "and found it as busy as it could well be. The orders are coming in splendidly, and, what is both gratifying and significant, they are coming from all parts of the country. In previous years the demand seemed to 'run in streaks'; by this I mean that it appeared as if interest had been awakened in turn in several different parts of the country, while we rarely heard from other parts."

Diamonds for the Southerners.

The Diamond Rubber Co. has leased the premises No. 94 North Pryor street, Atlanta, Ga., and will establish a Southern branch there early next month. It will, of course, carry a full stock of Diamond tires and be equipped to make the most intricate repairs.

Alger Joins Indian Tribe.

J. J. Alger, formerly with the Pope Mfg. Co., has been added to the Hendee Mfg. Co.'s travelling staff. He will cover the Central West,

TO MEASURE HORSE POWER

Ingenious "Ready Reckoner" that Makes It Easy to Get at Power of Motors.

What most of those outside the trade who have to do with motors have long desired is a "ready reckoner" of horsepower, and this "long-felt want" has now been supplied by one C. W. Hudson, who, in one of the motoring publications, shows how a simple sliding ruler may be made to suit the requirements. He says:

Cut out the two strips, a-b and c-d, separately. The strip a-b should be cut closely to the lines so that the edges are exactly straight and parallel, for it has to slide endwise when in use.

With a penknife cut the slits, e, f, g and h across the middle third of strip c-d, so that

where $d^2 \times .7854$ is the area of the piston in square inches, $\frac{s}{2}$ is the stroke in feet, $\frac{r}{2}$ is

the number of effective strokes per minute (for there are explosions only every other revolution), p is the mean effective pressure during stroke in pounds per square inch, 33,000 is the number of foot pounds per minute in one h. p.

If the mean effective pressure is assumed to be 60 pounds per square inch, and the constants in the above formula be all combined, the formula becomes

$$\frac{d^2 \times s \times r}{16,800} = \text{H. P.}$$

The mean effective pressure, in engines of good design and construction, seldom exceeds 60 pounds per square inch.

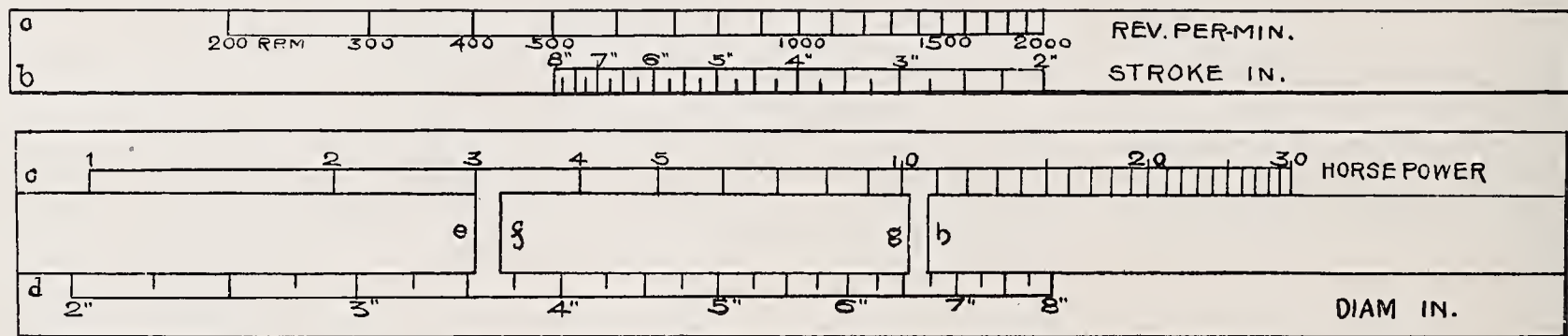
It will be found that the horsepower calculated by this rule is considerably less than that claimed by many makers of automobiles for their engines. The scale, however, will

"FOLLOWING UP INQUIRIES"

Typical and Amusing Instance that Sometimes Comes of the Practice.

Here is a tale that will appeal to every manufacturer who does himself proud on his annual catalogue, spending a goodly amount of coin therefor and well pleased with the result. It comes via the Irish Cyclist:

"A well known and high class firm of cycle manufacturers in the Midlands received a letter from Bradford about a week ago, asking for their catalogue. They sent it by return, along with a stamped addressed envelope for the possible order, for competition is very keen nowadays. By the same post, and according to custom, they advised their agent in Bradford of the inquiry, and he promptly called at the address indicated, but found



the narrow straps may be slightly raised and the sliding scale a-b inserted under them.

Scale d represents the diameter of the cylinder in inches.

Scale b, which slides along next to d, represents the stroke of the piston in inches.

Scale a, which slides with b, but is next to c, represents the various speeds in revolutions per minute.

The uppermost scale, c, represents the horsepower.

To set the scales for any particular engine, slide the strip a-b along till the proper figure or division representing the stroke of the piston, is just over or adjacent to the figure or division representing the diameter of the cylinder. Then you can read the horsepower on scale c, just over the particular "R. P. M." on scale a.

For example: What is the horsepower of an engine having a cylinder 5 inches in diameter, 4-inch stroke, at 1,200 revolutions per minute?

Set 4 of scale b over 5 of scale d; and over 1,000 of scale a read the answer 6 horsepower on scale c.

For those who wish to be convinced of the accuracy of this rule we will say that this is an ordinary engineer slide rule, so modified as to calculate the formula,

$$\frac{d^2 \times .7854 \times s \times r}{33,000} = \text{H. P.}$$

be found to be more nearly correct than the claims. The only factor which is assumed is the pressure, p, and indicator cards seldom show more than 60 pounds mean effective pressure, except, possibly, in very large engines. At any rate, where the sizes of the engines are alone considered, this slide rule will serve to make accurate comparisons. With this scale in his hands, a purchaser can very easily test the accuracy of claims which advertisers make for their engines, and of criticisms which they pass upon their rivals' engines.

The scale shows, of course, the horsepower of but one cylinder. If the engine has several cylinders, the result should be multiplied by the proper factor.

Mixture to Prevent Rust.

A good mixture for use as a slush to prevent the rusting of machinery is made by dissolving one ounce of camphor in one pound of melted lard; skim off the impurities and add enough black lead to give the mixture an iron color. After cleaning the machinery carefully, smear on the mixture. It can be left indefinitely, or if wiped off after twenty-four hours will prevent rust for some time. When removed the metal should be polished with a soft cloth.

To Make a Rust Joint.

Mix ten parts of iron filings and three parts of chloride of lime to a paste by means of water. Apply to the joint and clamp up. It will be solid in twelve hours.

the householder out. He then wrote, and also inclosed a stamped addressed envelope for the reply. None was forthcoming, so the agent paid a second visit, with the same result as the first. Each of these visits cost him twopence in tram fares. A third time he went, and this time saw the lady of the house, who asked him to leave a message. He explained that he called in reference to an inquiry his firm had received for a bicycle catalogue.

"'Willie!' the lady called into the interior; and, in response to the summons, there appeared a raw schoolboy of the kind usually described in this county of unequivocal speech as 'gawmless.' 'You got a catalogue from Coventry, didn't you?' 'Yes, ma.' 'You see,' continued the lady with affectionate pride, 'he is fond of drawing, and likes to copy the pictures in the catalogues!'

"'With slight alteration, some lines from 'The Wreck of the Hesperus' might fitly conclude this paragraph:

"'But the agent answered never a word
For a frozen corpse was he!'"

Large Story in Few Words.

"'Lubricating oil is cheaper than repairs,'" is a motorcycle precept handed down by one of the Hendee Mfg. Co.'s leaflets. It tells a large story in the fewest possible words, and is one that it will profit all motorcyclists to keep always in mind.

FROM HER STANDPOINT

One of the Fair Sex "Says Things" About Cycling and Offers Advice.

We are told that bicycling is a fashion of the past among women. And certainly in many communities where dozens rode for pleasure or profit five years ago, one is a rarity. Why? Because the fad developed a final "e"? Oh, no; most of them would be loath to admit it. Failure of health is the great excuse given.

"I had to give up the wheel on account of my health," declares a girl who, when her wheel was new, prided herself in riding at breakneck pace down hill to a town three miles distant, coming back, as her sister expressed it, "clear tired out." Had she been content to observe a moderate rate, the exercise would have been an advantage. No; it was immoderation in bicycling, not the exercise pure and simple, which encroached upon her health.

Girls must not expect to keep pace with boys. This has been tried to often, with ill effects. There is the added weight of guards on wheels, low gear and impediment in dress. A girl has not equal chance, even if she had equal muscle. Besides, if she happens to strike an unexpected stone or rut, she may lack strength to keep the handle bars straight. In fact, a woman has no business to attempt riding so fast that she loses control of her wheel. Even on a familiar road she is liable to find stray stones or ruts washed out by the late storm. Her clothing is liable to catch and entangle, or a dozen other unexpected emergencies which might be safely overcome with moderate riding, would result disastrously unless able to stop suddenly.

There are also physiological reasons why a woman should not attempt fast riding. When learning, she will find that a very few minutes of the exercise not only tires her out, but results in sore muscles—even if there are no bruises—on the day following. After two or three weeks of practice, one can go several times as far and feel refreshed. That it combines walking with a drill which calls into play still different muscles, some of which are scarcely called into play by any other means, is indisputable.

An eminent physician gives among the hygienic rules for wheelwomen, if the term is permissible:

Never lose control of your wheel.

Never ride until so tired that you are obliged to keep the mouth open.

Never ride up hill. It is cheaper to walk.

Always have a short skirt and comfortable shoes.

Never ride more than twenty minutes without resting.

If the grade is a long one, walk when it becomes the easier method.

Always see that the saddle is firm and well adjusted.

Sit erect when riding, and thus get the lung expansion contained in the exercise.

The subject of dress reform should not be forgotten. Corsets are a great restriction and should be doffed. An easy fitting waist, skirts as light as possible, not to be lifted by the wind, and broad, easy-fitting shoes are among the luxuries of bicycling attainable by all.

It is quite a temptation to ride rapidly down a hill, thereby gaining impetus to carry one half way up the next. This is all right in theory, but even if the bridge between does not have a loose plank which projects so high as to almost throw the rider, the energy expended in guiding and controlling the wheel counterbalances the gain in momentum. It is safer and more economical to strength to put on the brake or back-pedal and preserve a more moderate pace.

Good roads are the great feature which makes or mars wheeling, and this is especially an element important from the feminine point of view. The value of a good wheel cannot be overestimated. To cheap wheels is largely due the decadence in cycling among women. They were enthusiasts at first, invested in cheap wheels and found them heavy and soon out of repair. The fashion goes out in most communities with the wearing out of this first wheel.

With good roads, good wheels and moderation in their use, cycling should regain its former favor among women. And when our "Queen of American Women," Frances E. Willard, considered the exercise so healthful, pleasurable and profitable that she devoted a whole book to it and its possibilities for the elevation of her sex, shall we now presume to denounce it as unwomanly?

BESSIE L. PUTNAM.

When the Horn Toots.

It is certainly amusing to note the look of fear, and its accompanying hesitancy to leave the curb, on the part of pedestrians in crowded parts of the city on hearing the prolonged tooting of a deep bass automobile horn close at hand. But this quickly gives way to one of amusement and chagrin at the deception when some market boy or probably a "gem-man of color" darts from behind the truck that has hidden him from view, mounted on a bicycle of the vintage of the last century, and goes on his way tooting, only to repeat the performance a few blocks further along.

Big Bag of Unbelled Cyclists.

Cyclists seem to be "up against it" in Los Angeles, Cal. Not long ago the police managed to round up thirteen for riding on the city sidewalks, and the magistrate fined them each \$2 and costs. Last week an even twenty were caught by the clutches of the law for violating the bell ordinance. Judge Austin fined them each \$2 and costs. By the terms of the Los Angeles ordinance every cyclist must either carry a bell or horn on his mount.

THINKS TIDE WILL TURN

President Batchelder Sees Better Days for Racing and Gives Reasons.

The annual meeting of the National Cycling Association will be held on Tuesday next, 25th inst., at the Bartholdi Hotel, New York. It is then that the fate of Robert Walthour and J. F. Moran, the ringleaders in the "strike" at the last six days' race, will be decided.

From what President Batchelder said yesterday, it appears that whether or not mercy in the form of a fine will be meted out to the two young men rests largely on their ability to make peace with P. T. Powers, the promoter of that event.





"It seems to us," said Batchelder, "that the man or men who are injured because of such actions as Walthour's should have something to say in the matter. If they are not protected and consulted, there would be no inducement for anyone to undertake such enterprises."

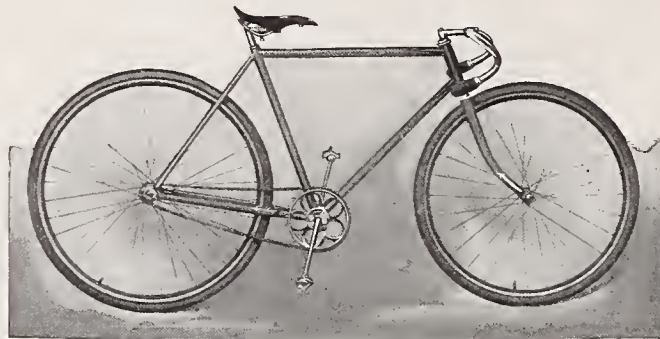
Mr. Batchelder intimated that for several weeks Walthour had been endeavoring to make peace with Powers, but to no purpose.

Talking of the racing situation, Batchelder said that, while no great activity was promised this season, he thought everyone concerned should make a strong effort to hold things together this year.

"For I firmly believe," he added, "that another year will witness a substantial return of interest that will cause a general uplifting of cycle racing. I base my belief on reliable information of the conditions existing abroad. For two years the sport was slumpish over there, and the promoters netted little or no money. Last year, however, things looked up wonderfully, and in both France and Germany bigger crowds attended the races than for several years past, and made it profitable to reopen several long unused tracks, while the immense attendance at the world's championships in London seems to show that the Englishmen fairly hunger for a return of the sport.

"And none can deny that cycle racing is a grand sport," continued Batchelder, earnestly. "There is more excitement and more real racing and close finishes at the average cycle race meet than have been provided by all the automobile tournaments ever run. The great trouble is that the automobile has created new standards of speed, and that the public has not learned to differentiate between the performances made by men and those made by machinery. But people can't very well keep the eyes closed for all time, and must see how great is the merit in the speed work of man himself. I think they will begin to see it, and that the awakening will bring with it a much sharpened interest in and keener appreciation of cycle racing by 1906."

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NATIONAL CYCLE MFG. CO.,

BAY CITY, MICH., U. S. A.

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LONDON, ENGLAND.

THE BICYCLING WORLD

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Address us at P. O. Box 649.

NEW YORK, FEBRUARY 25, 1905.

"Enclosed is the amount necessary to renew my subscription for another year. The Bicycling World is like a fresh breath of air, adding new zest to life at each weekly visit."—H. R. Vandegrift, Philadelphia, Pa.

When a Bicycle Becomes Decrepit.

If there is one thing more than any other that immediately relegates a bicycle to the "has been" class in the eyes of all beholders, that thing is dirty, rusty-spoked wheels. Be it ever so dingy in other respects, dull and spotted nickeled parts, faded enamel and well worn tires, a little rubbing up will at least cause it to present a neat and business-like appearance—the semblance of duty well done and readiness to render further unlimited service. But rusty and black spokes and hubs are the last word, and no amount of cleaning and polishing of other parts can ever suffice to regain what is lost there.

The bicycle never was a fair weather method of transportation exclusively, but seemingly summer mud and rain never work

quite the same havoc as similar winter conditions—an apparent anomaly, readily explainable by the fact that in the latter case the moisture usually freezes on the nickel, thawing and eating through it at leisure when the wheel is laid up in the house; whereas in warm weather evaporation is too rapid to permit of the moisture remaining long enough to cause harm.

The nipple ends of the spokes—both ends, in fact—should be treated to an anti-rust coating, for when the wheel is standing in a warm place after a winter ride the water slowly trickles down them, settling in the threads of the nipple and the holes in the hub. Once the nipples become well rusted on, the spoke must be discarded in truing up, as the average repair man will not trouble himself to soak them in kerosene when he can charge for a new one. At all events, the nickel plate is done for, and when that happens a new spoke is worth its cost in appearance at least.

Unless the fortunate possessor of a wheel equipped with the non-rusting spokes, the rider who would get the benefit of his bicycle in winter should take this precaution or his cold weather spins will be taken greatly to the detriment of his mount.

The Automobile Temptation.

Probably the bicycle dealers the country over are, at the present time, looking longingly towards the automobile business with the object, if they possess or can scrape together the means, of embarking in it; or, if they cannot, they are bemoaning the unkind fate that compels them to remain tied to, what they are too prone to regard as a "dead issue," while their more fortunate brothers or competitors are, they fondly believe, reaping a golden harvest in what is now "the thing."

This attitude and frame of mind is perfectly natural, for it is beyond question that, so far as outward appearances go, "the motor car's the thing." It occupies the public mind, fills the public eye and the public prints, and, incidentally, furnishes a most striking illustration of the power and force of publicity, for, from the very causes named, it is to-day the best advertised business in the country—a repetition of the interest once manifested in the bicycle.

As the vista widens, the newer business presents many apparent attractions, not to say allurements, to the dealer in bicycles. The distinction of sitting in an automobile, of driving it, of basking in the reflection of the halo that surrounds it, is tempting.

From a business standpoint the attractions

seem even greater; the present prices of automobiles run into figures that stagger the vendor of bicycles, while the commissions on sales of the thousand-and-one accessories that go with a car, the business in supplies, renting, storage, &c., fairly make the mouth water.

But there is another side to the picture. Not that the automobile business is a losing venture for every dealer that embarks in it, but the successful ones are the exception and not the rule. An automobile business can be made successful, but only by the employment of large capital, very vigilant attention to preventing the thousand and one leaks to which it seems strangely afflicted, and by the keenest kind of judgment in the buying and selling of machines.

The automobile dealer's lot to-day is, in the automobile business, generally regarded as the one sort spot in it, for it is a fact—as any manufacturer can attest—that the average dealer has not made money, and it is to-day a serious question, what can be done to improve his condition? Makers, of course, show no disposition to increase discounts, so long as the demand exceeds the supply, and the efforts now being made along the line of caution to the dealer to hoard his resources and keep down, as far as possible, the price allowed on second-hand machines; but these are only half-way measures and, even if successful, will only tend to mitigate and not cure the existing evils.

In the sundry business, the constant change of standards, and the fickleness of the buying public—which accepts one article to-day only to reject it to-morrow—quickly leaves the unwary dealer with an antiquated stock, which is depreciated in value far below its original cost.

The automobile business is truly a business of large profits and of equally large risks, and the balance struck between the two would, if the average dealer could see it, make him pause and consider long before finally deciding to take the plunge that looks so inviting.

The trouble with the average bicycle dealer of to-day is that he cannot forget that hey-day of his own prosperity, which the automobile business now so strongly suggests—that all too brief day of quick sales and large profits. If he could and would "forget the past" and look upon the present in a dispassionate way, he would compare his business to other lines of normal merchandise—compare his own methods with the ones pursued by successful merchants in other lines; he would find that the bicycle

ADEE AT THE HELM

Something About the New President of the C. R. C. A.—Loves the Bicycle.

trade does not suffer by comparison; and that, if he worked with a will, there is still in it much to live for. The business itself is not the "dead one" it is so often supposed to be. It is entirely within the bounds of reason to say that if nine out of ten merchants in other lines conducted their business in the same listless and unambitious fashion, they would quickly find that theirs, too, would be "dead" and profitless business.

It is a truism that unless a salesman or merchant is interested in his own goods, he cannot hope to interest the public to catch or retain their attention. To-day there is not one bicycle dealer or salesman out of twenty who ever bestrides a wheel, while unwashed windows, moss-covered bicycles and a general assortment of old junk—by courtesy called sundries—constitute the stock in trade offered to the public. It is the exception for the dealer to go out after business; he fails to realize, what ought to be patent at a glance, that the best advertisement that a bicycle could have is to see it on the public highways and ridden by other than messenger boys or workmen. The power of suggestion is great, and the sight of bicycles being ridden naturally turns people's minds cycleward, and a quickening of interest is thereby created.

Let the bicycle dealer do for himself what he seems to expect some Providence, or unknown power, to do for him; in other words, let him get out and put some life into his work; let him put ambition and belief into his business, and the complexion of his world will change. That this is fact and not theory is proven in the bicycle business itself. There are two or three manufacturers at the present time who believe in the business and who have kept constantly at it with a singleness of purpose, and who, though with vastly larger resources, proportionately, than the dealer, have resolutely refused to allow themselves to be won from it. These companies have put intelligent and consistent effort to developing their business, and success has crowned and is crowning their efforts. Let the dealer co-operate with them, or with any live manufacturer, and the result is sure to be felt.

"The bicycle business is not so bad, after all," is the final statement of one dealer who had embarked in the newer business, only to realize his mistake—fortunately in time—and who has returned to "his first love." That he is not alone in his views can be proven by even casual inquiry of anyone at all familiar with the automobile trade.

Daniel M. Adee, the new president of the Century Road Club of America, is even more earnest and aggressive than the accompanying portrait makes appear.

From every standpoint Adee comes under the head of what the vernacular terms "the right sort." He is very much a man and every inch a cyclist. It is not necessary to talk with him many minutes to discover that he really loves the bicycle.

"It's my hobby, and I'm glad it is my hobby," is the way he once expressed



DANIEL M. ADEE.

his affection for it. "If it hadn't been my hobby I don't believe I'd have known the health I've known all the late years. I believe if it had not been for the constitution the bicycle built up for me I couldn't have weathered that attack of pneumonia I had last year. Why shouldn't I love the bicycle? Why shouldn't I preach it and ride it and have my whole family ride it? There's nothing to be had that can take its place."

This makes it appear that Adee is enthusiastic; he is, devotedly, but not too obtrusively. He radiates cycling enthusiasm. There are nine bicycles, two of them tandems, in his home. Two of them are his personal mounts, one for good weather, one for foul, for he rides whenever he may; and when it comes to "reeling off a century" or "hitting it up" on the road there are not many men of whom Adee asks odds, although he is known he is within hailing distance of sixty years. He has been riding bicycles ever since they were invented. He won a "boneshaker" race in Brooklyn, N. Y., in the late 60's, and he has ridden every form of two wheeler that has appeared since that time—it's a long list. He was president of the Liberty Wheelmen of Brooklyn in the "boom days." When the Libertys collapsed he went with the Century

Road Club of America, and has been a working member of one or the other of the C. R. C. A.'s ever since. He was vice-president once, and might have been president long ago.

He is as ruggedly honest as he is enthusiastic cyclingly. Once in the early days of the C. R. C. A. an official had been detected in some skull duggery. Adee was for mercy, but when it was proposed to keep the offender in office it brought some such message as this from the Brooklyn man:

"If he stays in I get out."

When the Century Road Club Association was formed Adee cast his lot with it, but he has never shared any of the bitterness that has at times been too apparent in the ranks of the rival organizations. He's for peace, and he's for cycling "eight days in the week."

London's Latest Death-Defying Feat.

A "sensational" turn now to be seen at one of the London music halls is that in which two motor bicyclists race round a bottomless track suspended in midair. The track is composed of wooden battens banked up at a very great angle, and it makes a conical inclosure when placed on the stage. Getting their machines going inside this "funnel," the riders were soon whirling round the track, the steep banking causing them to lie almost horizontal with the stage when travelling rapidly. Once they are properly going the signal is given to lift the track, and it is gradually elevated to a height of about ten feet. Of course this feat has long since been done with foot propelled cycles, but with motor bicycles it is much more dangerous, as any slackening of speed might cause a collision and thus throw the riders down on the stage. The feat is a thrilling one, and of the morbid type which the public show such a preference for nowadays. One must admire the skill of the riders, however, and the skilful manner in which they dismount and stop their machines after finishing a "race."

Tested Its Non-Slipping Virtues.

A motor bicycle equipped with the Empire "back pedalling support" competed in the recent side-slip trials held at the Crystal Palace, London. The prepared course was a forty-foot wide stretch of smooth concrete, part of which was dressed especially for the occasion with a generous layer of slimy mud and soft soap.

The trials consisted of starting, turning at different speeds and the use of the brake, and the only other competitors were five touring cars fitted with various non-skidding devices. The motorcycle acquitted itself with credit in everything but the sharp turning trial at six miles an hour, in which it landed its rider in the grease the moment he attempted to make the right angle turn. His was not the only mount that failed to perform in this respect, but the drivers of the others were at least saved the ignominy of a bath.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

ON THE HOME TRAINER

"Interstate Tournament" Gets a Good Start—Wallin Wins the Honors.

Although the first meet of the "interstate" home trainer championship races given by the Tiger Wheelmen, New York City, was advertised to start promptly at 2 p. m. Wednesday at Apollo Hall, 475 Ninth Avenue, New York, it was long after 4 o'clock before H. Wallin, of the Monitor Cycling Club, and D. B. Brown, of the Tiger Wheelmen, mounted the rollers for the first heat.

These races, promoted by Harry Glieman, president of the Tiger Wheelmen, are to be held weekly. Each winner of a heat will be credited with one point, and the table will appear in the *Bicycling World* each week. The home trainer races will not only give the sprinters in the various metropolitan clubs a chance to keep in training the rest of the winter, but will also be well worth competing in from a lucrative standpoint, as several handsome prizes will be given to the riders who head the list when the contest ends.

The first heat was a mile against time, and H. Wallin, Monitor C. C., rode against D. B. Brown, Tiger Wheelmen. Brown rode well, but Wallin sprinted it out for a quarter mile and finished in the lead. Time, 1:13 2-5. Brown rode in 1:14.

Charles Sherwood, of the Pellet team, was the star in the second heat, although H. Vandendries, of the Tiger Wheelmen, his opponent, rode equally as well. Sherwood beat Vandendries by only one-fifth of a second, riding the mile in 1:15 2-5. Vandendries' time was 1:15 3-5.

In the third heat F. Erickson, of the Monitor Cycling Club, had to ride alone, which probably accounts for the poor time made, 1:20.

Wallin and Brown, having made the best time, rode a final heat. The former proved far superior and won out in 1:15. Brown got tired in the last quarter mile and nearly fell from his machine towards the last. His time was 1:24.

The greatest interest centred on the special match race between Henry Vandendries, of the Tiger Wheelmen, and Charles Sherwood, of the Pellet team. The race was the outcome of a dispute as to which club possessed the faster sprinter. Quite a little sum of money had been put up by the supporters of each man, and naturally considerable enthusiasm was evinced. The first heat was at half a mile. Vandendries won easily in 0:35 1-5. The second heat was at one mile, and Vandendries jumped away from Sherwood at the start, and at the half mile mark was half a dial ahead. Sherwood, however, by some brilliant sprinting overcame this lead, and from the three-quarters mark in

the hands on the dial moved side by side. Sherwood gave an extra dig into the pedals at the finish, and beat his opponent by only one-fifth second. The final heat was run at half a mile. Vandendries possesses the ability to jump into a sprint at the start, and by this method got a lead on Sherwood. The latter made another pretty quarter-mile sprint, and when the hands reached the finish mark it was hard to tell the winner. The timers and judges, however, gave Vandendries the decision, at 0:37 1-5. Sherwood's time was 0:37 2-5. Summaries:

One mile, Interstate Championship.—First heat—H. Wallin, Monitor Cycling Club, first; D. B. Brown, Tiger Wheelmen, second. Times—1:13 2-5, 1:14.

Second heat—Charles Sherwood, Pellet team, first; H. Vandendries, Tiger Wheelmen, second. Times—1:15 2-5, 1:15 3-5.

Third heat—F. Erickson, Monitor Cycling Club. Time—1:20.

Fourth heat—H. Wallin, Monitor Cycling Club, first; D. B. Brown, Tiger Wheelmen, second. Times—1:15, 1:24.

Match race between Charles Sherwood, Pellet team, and H. Vandendries, Tiger Wheelmen.—First heat, half mile—Won by Vandendries. Time—0:35 1-5. Second heat, one mile—Won by Sherwood. Time—1:15 2-5. Third heat, half mile—Won by Vandendries. Time—0:37 1-5.

Standing First Week.

| Name. | Club. | Points. |
|--|-------|---------|
| H. Wallin, Monitor Cycling Club..... | | 2 |
| H. Vandendries, Tiger Wheelmen..... | | 2 |
| C. Sherwood, Pellet team..... | | 1 |
| F. Erickson, Monitor Cycling Club..... | | 1 |

Showed Them the "Insides."

"Looking at Things from the Insides" was the title of last Saturday night's "talk" at the New York Motorcycle Club. R. H. Nickerson being the lecturer of the occasion.

It was, in fact, more of a demonstration than a talk, as Nickerson used the carburetors and motors employed in the Indian and Marsh motor bicycles, and dismantled them in the presence of the attendance. With the aid of blackboard sketches, he explained the construction, purpose and operation of each separate part.

Buffalo Union Elects Leaders.

The recently organized Buffalo Cyclists' Union has elected these officers for the current year: President, Joseph J. Bierbaeh; vice-president, A. W. Holmes; secretary, J. L. Lester; treasurer, R. J. Hoover; directors, J. J. Bierbaeh, Athenian A. C.; James Dick, B. R. B. C.; Fred Schudt, Standard W. C.; R. J. Hoover, Moonshiners' A. C.; T. J. Hanks, Manhattan A. C.; A. W. Holmes, Ardel A. C.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

WHY HE FAVORS LAMPS

An Experience that Caused One Cyclist to Appreciate the Light-givers.

"I can't understand why any man should wish to ride a lightless bicycle after night-fall," observed the enthusiast to the *Bicycling World* man. "It must be that they are unduly lucky. As for myself, I had one experience that taught me a lesson I shall never forget. It was only about a year ago, and the road which skirted the sea was extremely dark at night time; in fact, there was no illumination whatever, the moon being under a cloud. However, I was anxious to go to a town about twenty miles distant, and started, despite the dissuasion of friends.

"About 10 o'clock I left them, and the light of my oil lamp seemed ample for the occasion. I had not reckoned on the wind, however, and it was not very long before my lamp was extinguished. I lit it, but it again was blown out. Therefore, to save time and, as I thought, trouble, I rode on without a light, thinking that the whiteness of the road would be a good enough guide.

"Keeping, as I thought, to the road, I noticed it became steep. Happily I had a coaster brake, which gave me control over the machine, for as I descended I noticed a rough wall beside me. Considering that I had several times made the journey in the daytime, it perplexed me that I had never seen that wall before. Nothing daunted, I continued on the steep downward incline, when, to my utter amazement, I heard within a few yards the rumble of the sea. It then flashed across my mind that the sea was the "wall," and that I had lost the road and was rushing down to the water, which was deep and dangerous at this spot.

"My only method of salvation was to fall off the bicycle, which was done in far less time than it takes to tell it. I landed on my side about a foot from the sea, and I can assure you that my feelings were by no means comfortable.

"Since that time I have been very careful to have a lamp that 'lets its light so shine,' that I may see the road ahead—an acetylene lamp, by the way."

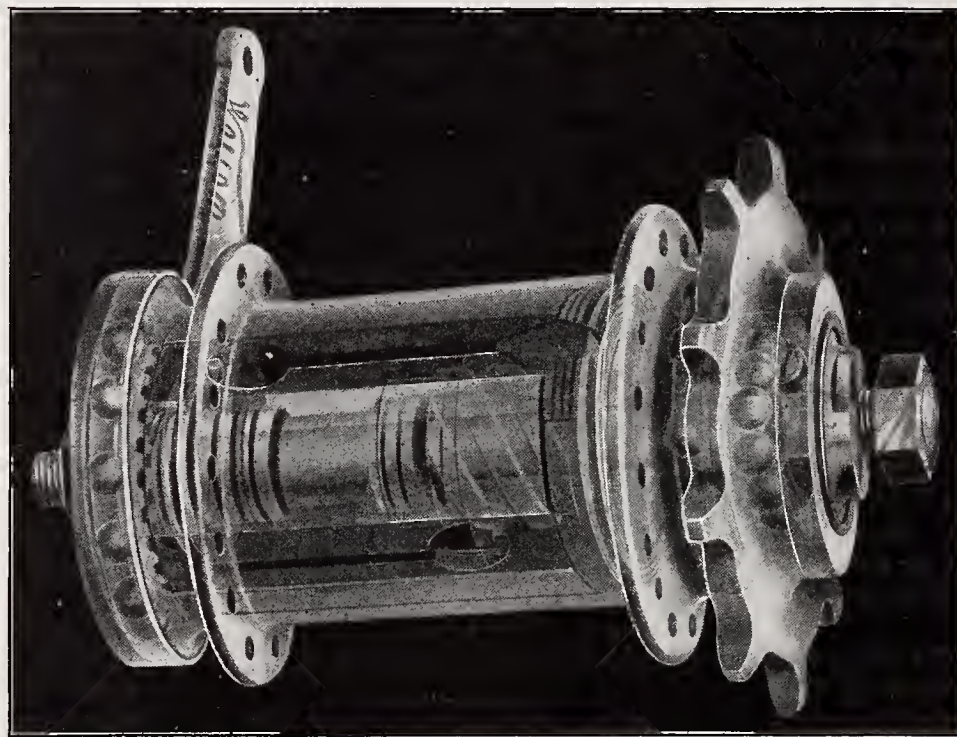
President Signs Ferry Bill.

Both houses of Congress have passed, and President Roosevelt has signed, the amendment to the Federal statutes which permit motor vehicles to go on and off ferryboats under their own power.

It will, of course, prove a great convenience to automobilists who have had to employ men or horses for the purpose; but so far as motorcycles are concerned, it will merely permit them to use the boats without first emptying their gasoline tanks, as some of the ferry companies have required, although, as a matter of fact, the law still permits the latter to refuse to transport motor vehicles of any kind, should they so desire.

NOW'S THE TIME

when the enterprising dealer makes his bid for the "Spring overhauling" of old bicycles and for bringing them up to date by fitting them with Coaster Brakes.



IT'S EASY

if the dealer "talks MORROW."
Everybody knows the MORROW
and trusts it.

"We shall continue, as we have in the past, to recommend the MORROW as the best. It just can't be beat."—DECKER & SON, Brazil, Ind.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

SIX-DAYS IN PHILADELPHIA

Prince Puts on a "Grind" that Provides Good Sport for Good Crowds.

Cycling with a baseball flavor formed a combination at the Second Regiment Armory, Philadelphia, Pa., Monday afternoon, when Jack Prince's "six-day" race was inaugurated. The start was delayed somewhat by the non-appearance of "Rube" Waddell, the famous baseball pitcher, who was to start the riders on their long grind. He finally put in appearance, however, and in a lengthy speech introduced the riders and gave the word that started them on their journey.

It was at first given out that Prince's Philadelphia event would be similar to those held in Buffalo and Troy, but such was not the case, as the Quaker City event is modelled after the Madison Square Garden event, "in a way." Seven teams entered in the contest, one man of each team riding, of course, and being relieved at frequent intervals. The races started at 2:30 P. M. each day and continued until 10:30 p. m., making eight hours of riding daily.

The teams that lined up for the start were: E. F. Root, Sheepshead Bay, L. I., and Oliver Dorlon, Coney Island; Gus Lawson, Buffalo, N. Y., and Walter Bardgett, Buffalo, N. Y.; Floyd Krebs, Newark, N. J., and John Bedell, Lynnbrook, L. I.; Nat Butler, Boston, Mass., and Frank J. Cadwell, Hartford, Conn.; Charles Hadfield, Newark, N. J., and Joseph Fogler, Brooklyn; Bennie Munroe, Memphis, Tenn., and Frank Galvin, Newark, N. J.; Louis Mettling, Lowell, Mass., and Charles Turville, Philadelphia, Pa.

FIRST DAY—MONDAY.

The seven teams started off with a rush, and sprinted around the wooden bowl at a good clip for several miles, but after that settled down to a weary routine of plugging. Along toward the end of the second hour Root shot out ahead of the others and sprinted desperately to try to gain the coveted lap, but after circling the track several times Bennie Munroe pulled him down. The next one to try to shake the bunch was Nat Butler. Butler succeeded in getting half a lap ahead before Munroe caught him. Munroe tried to steal a lap in the beginning of the 120th mile, but could not maintain his lead and let the bunch overtake him. About fifteen minutes before the sprinters were called off the track, Gussie Lawson made a Herculean effort to do the lap-stealing stunt and came very near succeeding. Lawson was as fresh as a daisy, having just relieved his partner, Bardgett. Lawson took the pace and started out slowly. Suddenly he darted ahead and sprinted around the track as if a thousand devils were after him. Louis Mettling and Floyd Krebs broke away from the bunch, and after a hard chase caught Lawson.

When the whistle blew at 10:30, denoting the finish of the first eight hours, all the

teams were tied, with 166 miles 10 laps to their credit. Saunders made an effort to break the one-mile "indoor track record" of 1:12 for motorcycles, but the best he could do was 1:26.

SECOND DAY—TUESDAY.

A large crowd witnessed some very good racing on Tuesday, when Munroe and his partner, Galvin, tried a little scheme to gain a lap on the other riders in the afternoon. When it was Munroe's turn to come on the track he went around with Galvin for two or three laps, and then, getting close to the other riders, Munroe made a dash which carried him well to the front of the crowd. Before they were aware of what had happened Munroe was clear of them, and a hard sprint ensued. In rounding the steep bank on the lower turn Munroe's front tire slipped and he took a spill to the floor. While he was not hurt, he lost all chance of gaining an advantage over his opponents.

Later on Root tried the same trick. He was just coming on the track to relieve Dorlon. He forged to the lead and set up a marvellous sprint. After he had gone a lap or two he found Cadwell hugging his rear wheel, and when he realized that he was only acting as pacemaker for the latter Root slowed down.

The evening brought out a larger crowd than the afternoon, most of them being women. The special feature was the sprint at about 8:30, when three teams stole a lap. Root and Dorlon started the sprint, but Bedell and Krebs and Lawson and Bardgett hung on gamely, and these three teams are tied for first place. Bardgett's tire burst during the mix up, and, according to the rules, his team was allowed the lap gained by the other two, as he was even with them when the accident occurred.

The score of the leaders for the sixteen hours was 325 miles 6 laps.

Saunders again tried for the mile motorcycle "indoor record," and again fell short, doing it in 1:25 4-5.

THIRD NIGHT—WEDNESDAY.

Tuesday night's lap stealing by three teams caused the armory to be packed when the riders lined up for the start of the twenty-fourth hour of the "six-day" race. With the determination to try and regain the lap that they lost on Tuesday, the riders showed an early burst of speed, and Root and Dorlon, who were the first to steal the lap, had to be continually on the alert to hold the advantage gained.

While warming up previous to the race Frank Galvin met with a bad accident. His rear tire punctured while turning one of the steep banks, and he fell heavily to the floor. His hand was broken by the fall, but he pluckily kept in the race and did the lion's share of the work for his team. Fogler tried several times to steal away from the bunch, but was caught each time. Turville and Mettling succumbed to the heart breaking sprints and lost a lap in the evening.

The score of the three leading teams for

the twenty-four hours was 474 miles and 3 laps.

Saunders gave two motorcycle exhibitions, each at one mile. The first time he made it in 1:24 2-5 and the second time in 1:21.

FOURTH NIGHT—THURSDAY.

The day's racing was devoid of any sensational sprints, but several times Turville tried to regain the lap he lost Wednesday, but never got over half a lap ahead before he was overtaken. Bennie Munroe did the plugging act, and tried all the afternoon to wear out the other riders by taking the lead and setting a pace that began to tell on them. Root seemed to be the most feared rider, and the men hugged him very close.

The score of the leaders for the thirty-two hours was 631 miles 8 laps.

As a diversion White and Saunders rode a one-mile motor bicycle race. White beat the latter by only two seconds. Time, 1:22.

FIFTH DAY—FRIDAY.

The large crowd that turned out to witness the fifth day of the "six-day" race was given plenty of excitement in the afternoon. Five minutes after the race started, Frank Cadwell jumped the bunch and nearly succeeded in gaining a lap before Dorlon brought him down. After Dorlon caught Cadwell he did not exert himself to any hard riding, as he is one of the leaders.

Later on Cadwell sprinted ahead, and his team mate, Nat Butler, picked him up and gained the lap lost early in the week. Then a grand confab started between several of the riders and the referee. Four of the teams were for quitting then and there. They claimed that the lap was not fairly earned by the Cadwell team, and they would not "stand for it." But after considerable parleying they were finally induced to get back on the track and get busy. The crowd of spectators, who probably thought another "Garden scene" was being enacted, hissed and hooted the would-be strikers until they mounted their wheels again.

Krebs and Bedell surprised the crowd early in the evening by gaining a lap and the lead, but could not hold it long. Eddie Root sprinted around the boards at a terrific pace and succeeded in tacking on behind Krebs, who was desperately trying to hold his lead. This put Root and Dorlon and Krebs and Bedell in a tie for the lead. When the whistle blew at 10:30, Root led, Fogler was second, and Mettling third. At the conclusion of the forty hours the score of the leaders was 771 miles 3 laps.

The one-mile motorcycle race between White and Saunders resulted in a dead heat. The time was 1:25 1-5. In the afternoon White rode an exhibition in 1:21 3-5.

The following table shows the position of the riders and the number of miles ridden at the end of each eight hours:

MONDAY—8TH HOUR.

| Teams. | Miles. | Laps. |
|--------------------------|--------|-------|
| Root and Dorlon..... | 166 | 10 |
| Butler and Cadwell..... | 166 | 10 |
| Lawson and Bardgett..... | 166 | 10 |

| | | |
|---------------------------|-----|----|
| Hadfield and Fogler..... | 166 | 10 |
| Metting and Turville..... | 166 | 10 |
| Munroe and Galvin..... | 166 | 10 |
| Krebs and Bedell..... | 166 | 10 |

TUESDAY—16TH HOUR.

| Teams. | Miles. | Laps. |
|---------------------------|--------|-------|
| Root and Dorlon..... | 325 | 6 |
| Lawson and Bardgett..... | 325 | 6 |
| Krebs and Bedell..... | 325 | 6 |
| Butler and Cadwell..... | 325 | 5 |
| Hadfield and Fogler..... | 325 | 5 |
| Munroe and Galvin..... | 325 | 5 |
| Metting and Turville..... | 325 | 4 |

WEDNESDAY—24TH HOUR.

| Teams. | Miles. | Laps. |
|---------------------------|--------|-------|
| Root and Dorlon..... | 474 | 3 |
| Lawson and Bardgett..... | 474 | 3 |
| Bedell and Krebs..... | 474 | 3 |
| Butler and Cadwell..... | 474 | 2 |
| Munroe and Galvin..... | 474 | 2 |
| Fogler and Hadfield..... | 474 | 2 |
| Turville and Metting..... | 474 | 1 |

THURSDAY—32D HOUR.

| Teams. | Miles. | Laps. |
|---------------------------|--------|-------|
| Root and Dorlon..... | 631 | 8 |
| Krebs and Bedell..... | 631 | 8 |
| Lawson and Bardgett..... | 631 | 8 |
| Butler and Cadwell..... | 631 | 7 |
| Munroe and Galvin..... | 631 | 7 |
| Hadfield and Fogler..... | 631 | 7 |
| Metting and Turville..... | 631 | 6 |

FRIDAY—40TH HOUR.

| Teams. | Miles. | Laps. |
|---------------------------|--------|-------|
| Root and Dorlon..... | 771 | 3 |
| Krebs and Bedell..... | 771 | 3 |
| Hadfield and Fogler..... | 771 | 2 |
| Lawson and Bardgett..... | 771 | 2 |
| Butler and Cadwell..... | 771 | 2 |
| Munroe and Galvin..... | 771 | 1 |
| Metting and Turville..... | 771 | 0 |

Poulain is France's Hope.

Poulain, the French bicycle rider, who has recently attained envious prominence through a series of victories, was born on the island of Jersey in 1880, of French parents. He began riding when quite young, and later, when his home was moved to St. Nazaire, figured five or six years ago in amateur races in local regions. Last year he went to Paris and attracted the attention of all bicycle enthusiasts by his extraordinary riding prowess. This eventually placed him in the front ranks of professional racers. During the winter he has gained still further prominence by defeating Jacquelin and others who have been bound to acknowledge him their superior. After racing so long on a closed track, such as the Velodrome d'Hiver, in Paris, it will be interesting to follow the meets in the open air when he will compete with racing celebrities of America, who are going over.

Buffalo "Strikers" Still Defiant.

Members of the Buffalo (N. Y.) Racing Cyclists' Union evidently intend to disparage bicycle racing in that city, notwithstanding that several of their number were fined and suspended by the National Cycling Association because they refused to ride in the races of the 65th Regiment after entering their names. The remaining members of the union who have not been fined or suspended have flatly refused to ride in the bicycle races to be held in the 74th Regiment Armory to-night, and therefore the list of entries is rather small.

Pursuant to this decision of the union not to allow its members to compete in to-night's races, R. S. Lewis, secretary of the Buffalo Racing Cyclists' Union, has published the following letter:

"Owing to the fact that the Buffalo Racing Cyclists' Union and the 74th A. A. have been unable to come to an agreement, none of the local riders will participate in the 74th games on Saturday night, February 25, which will account for their very small entry list in the one-mile open and two-mile handicap.

"The 74th A. A. thought by this time that the cyclists would have had an opportunity to regret their move sufficiently in refusing to ride, but the results have shown this to be the reverse, as they are stronger to-day than ever, and have no intention of having anything to do with the races at the 74th, unless they are willing to do right by the riders."

Indoor Racing in Paris.

In a series of races held at the Velodrome d'Hiver, in Paris, on February 10, Guignard was victorious in the final twenty kilometre event. There were three heats. Parent won the first, Guignard the second and Dussot the third. In the final Dussot came in half a lap behind Guignard. The time for the twenty kilometres was 16:01 2-5.

In a motorcycle race, which followed, Andre defeated Bas and Moreau. The distance of ten kilometres was covered in 6:44. From all accounts this race was extremely exciting. The three racers were practically neck and neck for the first six kilometres, and it was only through Moreau receiving a puncture that Andre was able to forge ahead of Bas.

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SENATOR GRADY; HIS BILL

Aimed at Automobilists, it Makes Cyclists Subject to "One Year and \$1000"

Senator Grady, of the New York Legislature, and a leader of Tammany Hall, recently had to hurry out of the way of an automobile. Although the Senator has driven behind a fast horse on numerous occasions, and, like nearly all other New Yorkers, has dodged street cars and wagons almost daily, the automobile incident aroused his ire and inspired a feeling of revenge by which statesmen are theoretically supposed not to be swayed.

Grady, however, decided that the "public needs protection," and that the only way to afford it is to prejudice not only all automobilists, but the users of all other vehicles, and to not only throw them in jail for long terms, but inflict also inordinately heavy fines. Accordingly, he framed and introduced the following bill, entitled, "An act for the protection of persons on public highways, roads, streets, avenues and places."

It begins with a declaration of rights, reciting that "All lawfully disposed persons have an equal right to be upon, use and traverse the public highways, roads, streets, avenues and places, in the State, and no person has a right to drive or ride thereon at a rate of speed that may be dangerous to others."

The provisions of the bill are as follows:

"All persons driving or riding in carriages, wagons, automobiles, or other vehicles or conveyances, or on bicycles, must regulate their speed so as not to endanger other persons who are or may be upon, traversing or crossing the same highway, street, avenue or place, in any city, town or village, or upon any country road, and no provision of law fixing any speed limit for automobiles or other conveyances, shall be construed as giving the right to anyone to operate or ride or drive an automobile or other conveyance at any speed that is dangerous to others, or which at all times and in all places is not regulated and controlled by and adapted to the conditions of the traffic then and there existing with regard to the number and proximity of vehicles and persons, and as to whether or not pedestrians are liable to be endangered while crossing the streets or roadways.

"Every person who rides, drives, operates, controls or directs any carriage, wagon, automobile, or other vehicle or conveyance, or a bicycle, upon any public highway, road, street, avenue or place, going at a speed which is then and there dangerous to other persons, shall be guilty of a misdemeanor, and upon conviction shall be imprisoned for not less than thirty days and fined not less than \$100. And if any injury to any person be caused by or results from such dangerous

speed, the person or persons convicted of so causing such injury shall be imprisoned not less than one year or more than two years, and fined not less than \$1,000 or more than \$2,000. And if such injury so caused to any person shall result in death of that person, the person convicted of so causing such injury and death shall be guilty of manslaughter in the second degree.

"Every person who rides, drives, operates, controls or directs, any carriages, wagon, automobile, or other vehicle or conveyance, or bicycle, on any public highway, road, street, avenue or place, who refuses to decrease the speed thereof, or to stop when called upon to do so by any policeman, constable, or other person authorized to make arrests for violation of law or ordinance, or who attempts by increasing speed to escape or avoid arrest for a violation of this act,



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shall upon conviction be imprisoned for not less than 30 days, and fined not less than \$1,000, in addition to the penalties imposed by Section 3 of this act."

How Paris is Amused.

One of the French publications of more or less repute is "having a time of it" interesting its readers. It is one of those papers that offers prizes in the way of original competitions.

Its most recent "offence" is printing the photographs of well known bicycle riders, while on the obverse page are portraits of the same riders when they were three or four years of age. The idea is to see whether the readers can guess "which is which" and "who was who." Needless to say, there is hardly any guide to the features of the portraits. Gougoltz might be a youth in a first communion garb, and then again one detects a likeness to the rider in another portrait of a child with long golden locks.

TESTED THE CHAINLESS

South African Uses One for a Long, Hard Ride and Tells of it.

A matter of some twelve hundred miles or over on a bicycle in the course of ten days is rather good work for an ordinary rider under favorable conditions, but through a sun baked wilderness it is somewhat different. Such is the performance of one G. B. Spangler, which resulted in lowering the Johannesburg-Cape Town record by two days. He accomplished it on a Columbia chainless, and it to the efficiency of his mount that he attributes the freedom from accident as well as the good time made.

His story of the gruelling ride as he tells it is as follows:

"I can assure you never again will I undertake such a trip as that, especially in this season of the year. I will give you the details the best I can. The first day I had strong winds in my face up to Krugersdorp; after I left I had the wind at my back, but ran into two hours of rain on a very sticky road, although I managed to make seventy miles that day. I stayed at Fredrickstad; the second day, Bloemhof, third Kimberley. I left Kimberley at 4 o'clock in the morning, and rode till 11 p. m. and made De Aar junction. And then I had a strong wind in my face, and I made Victoria West. From there I rode all day and half the night into Beaufort West. Through karoo, hot winds and thorns I could make only on an average of about eighty miles a day from Beaufort West to Prince Albert Road. There I struck a head wind; in fact, it was impossible to ride. I stopped there till 6 p. m., and then rode all night and made Matjesfontein the next morning; from there to Worcester, and from there I had a fine ride into Cape Town, 107 miles, with a good wind at my back.

"I suppose you noticed in the papers about my being attacked by a tramp on the road. I was riding just by the side of the rails and going at a fair pace to cross the line. Just as I was making the crossing I saw a man and noticed he was motioning with a stone, so I sprang from my wheel, let it fall to the ground, pulled my revolver and fired two shots at his feet; so he did not keep me company very long as he had business elsewhere. He came very near doubling my front wheel up, the stone going between two spokes and bending both of them. Regarding the wheel, I don't believe there is another make that would have stood the rough handling that mine went through, and, as far as concerns the chainless feature, if I had had a chain wheel I would have been finished, as I struck some very muddy roads, and I am pleased to say the mud had no effect on my mount."

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are partially sold for you in advance, since they are so well and so favorably known.

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The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

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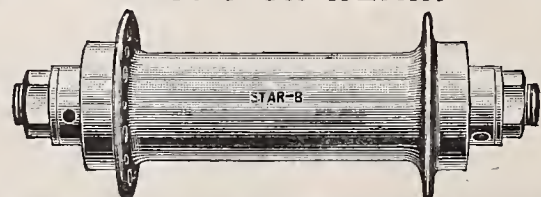
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Court Ruling on Motorcycles.

The question, "Is a motorcyclist a cyclist?" has been again decided, this time by a Scotch judge. A motorcyclist held an accident insurance policy for \$250, and soon after taking it out was killed in a collision with a wagon. The insurance company contested the claim on the ground that a motorcyclist is not a cyclist. In handing down a decision for the plaintiff the judge said:

"In the contract the description of the class to which it applies is the word 'cyclist,' and the rider of a motor bicycle seems to me to fall within this description. The term 'cycle' includes various kinds of vehicles, and in using the word 'cyclist' I think the defendants engaged to become liable to any one using a vehicle which reasonably and properly fell under the description of a cycle. I think there can be no doubt that a motor bicycle is a cycle in terms of this contract. It differs in propelling power from a pedal bicycle, but I think it is none the less a cycle. So much is this the case that I am of opinion that if the defendants had wished to exclude motor bicycles from the range of their contract it would have been necessary for them to state this as a special provision. They do not do this, and I conclude that motor bicycles are embraced by this policy."

Lamp Story from Australia.

The Mayor of the town, riding on his new bicycle, found himself a long way off and wanting water for his acetylene lamp. He rode on in momentary dread of the village constable, till at last he saw a laborer standing at the door of his cottage.

"I say, would you be kind enough to give me some water for my lamp?" he asked, dismounting.

"Water!" repeated the man. "I suppose you mean oil?"

"No, I don't, I want water."

The laborer looked searchingly at the prosperous cyclist for a moment and then said: "Take my advice and get along home. You ought to be ashamed of yourself at your age, and you the Mayor, too!"—(Irish Cyclist.

"Most Travelled Road in the World."

"The most travelled road by bicyclists and automobilists, without a doubt, is the road leading from Haarlem to The Hague, Holland," says L. Van Leenwen, of Sassenheim, Holland, in a Milwaukee paper. "Along this road is the famous bulb country, a patch of about twenty-five miles in length and two miles in width.

"When in bloom these fields cannot be surpassed in beauty, and no one who has seen them at that time but will go into raptures over the scene. It is estimated that 25,000 bicyclists pass along this road every day and more than 500 automobiles. The Queen herself is to be seen almost daily on this road at that season of the year."

"The bicycle that goes by itself and fires guns all the time" is the definition of a motor bicycle as rendered by a South African native.

"Course of Sprouts" for Motorcyclists.

A class in dismounting, or, as it reads in the original, "Concours de démontabilite," is a novel method advocated by some of the French papers for proving the knowledge and ability of the would-be rider of a motorcycle.

Here are some of the requirements asked of the tyro: "Hand me the exhaust valve." "Give me the float of your carburetter." "Change the sparking time of your magneto"; and with these the pupil must be ready to comply with a "Johnny-on-the-spot" readiness or be counted out, for the operations are timed by the officials.

As has been truly remarked, such a course should prove a mine of practical information to the beginner as to the location of the various vital parts of his mount.

Oregon to Require Numbers.

Motorcycles are specifically mentioned in the automobile bill which was introduced in the Oregon Legislature by Representative Jagger and passed by both houses. Speed is to be limited to eight miles an hour in municipalities and to twenty-four miles an hour on the country roads. Every machine must be licensed with the Secretary of State, who will issue numbers on payment of a fee of \$3. A lamp must be carried at night, and within municipalities the muffler must not be cut out.

Speed must be reduced on country roads when approaching any horse-drawn vehicle, if signalled to do so by the driver. Violations of the act are punishable by a fine of not more than \$25 for the first offence, \$50 for the second and \$100 for the third.

Law Untempered by Mercy.

Twenty-five dollars is a pretty steep price to pay for not stopping when a minion of the law raises the hand of authority. But that is just what happened to a motorcyclist in Ireland recently. History recordeth not the fact that the unfortunate who was mulcted to the tune of five "quid" saw the irate policeman's paw or not.

Even this is not the worst, for a month's hard labor was the sentence imposed for the theft of a bicycle lamp. At this rate stealing the wheel would mean life at least.

As They do Things in England.

An English motorcyclist saw the license number falling off a comrade's wheel ahead of him and speeded up to inform him of the fact. As a "bobby" saw him, he has since put down \$10 to the credit side of charity and good intentions, and the county took the money for "excessive speeding." The way of the peacemaker often is expensive.

Britain's Big Motorcycle Population.

According to detailed returns of the registration lists of motorcycles in England down to the end of 1904, which are just to hand, there are now no less than 29,606 of these lightweight distance annihilators in the United Kingdom. This is an increase of 7,583 in the last half of the year.

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merely for the sake of argument (for as a matter of fact you all know none of them has ever proved it) that there are other motor bicycles "just as good," or just as reliable as the INDIAN, and that your selection is to be made solely on

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Is it any wonder that so many men are willing to pay more for a second-hand INDIAN than they will pay for new machines of other makes?

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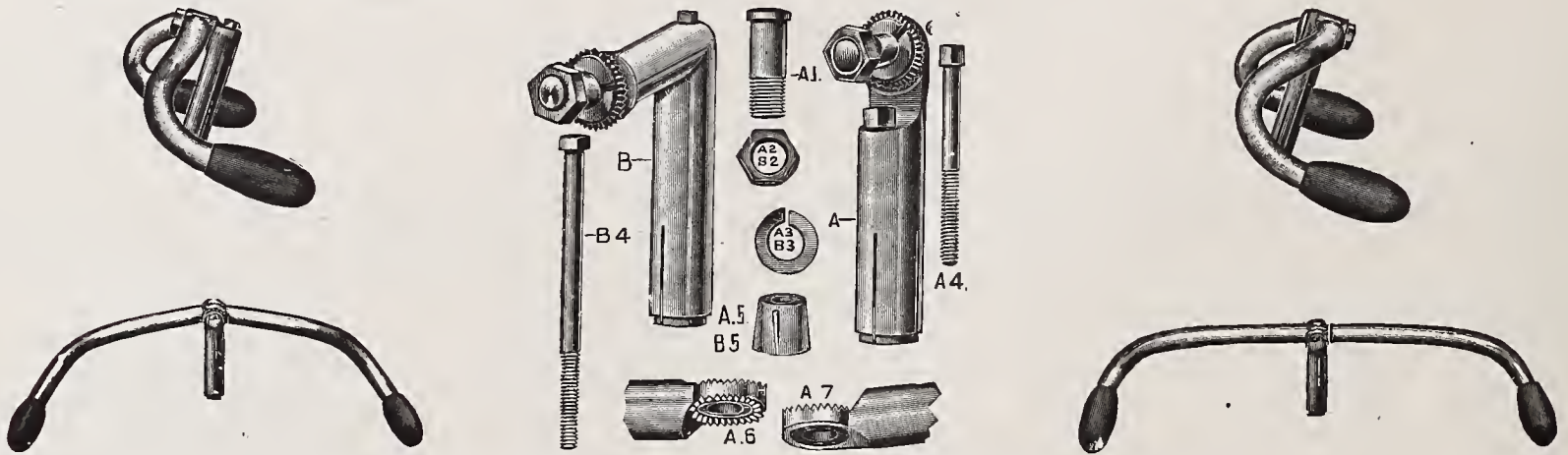
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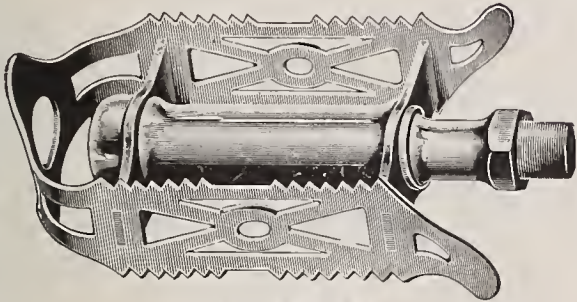
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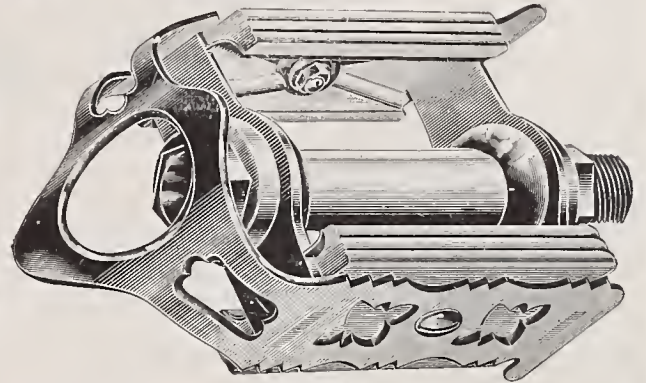


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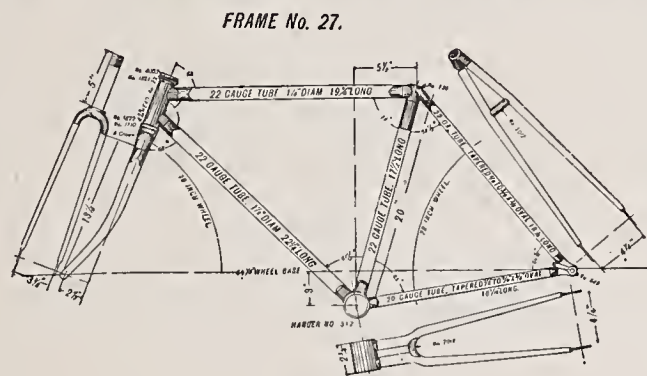
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READY TO PIN AND BRAZE,

MEN'S, WOMEN'S, GIRLS' AND BOYS' SIZES.



INCLUDING

SHELBY COLD DRAWN SEAMLESS TUBES,

Forksides, Stays and Stem in all diameters. Guages and shapes carefully cut and trimmed to fit frame connections exactly.

One and two-piece Hangers. Three patterns in Sprockets, 18, 20, 22, 24, 26 and 28 tooth. Nickered Seat Posts, with or without expanders. Head Fittings, Crowns, Clusters and Fork Ends in a large variety of styles and sizes.

Please write for prices and information on any want you may have for Bicycle merchandise.

JOHN R. KEIM, Buffalo, N. Y.

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WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—1½ h. p. motorcycle, \$40. New ½ in. Loomis carburetter, \$5. LE ROY HOGEBOOM, 28 Eldredge St., Binghamton. N. Y.

FOR SALE—1904 Indian Motorcycle, ridden three months; enamel not scratched; condition guaranteed; \$175 delivered. Address S., care of BICYCLING WORLD.

FOR SALE—My stock of Bicycles, Edison Phonographs and Records, Electrical Supplies, Sporting Goods, etc.; also complete set of tools. I have electric power, screw-cutting lathe, etc. This will bear the closest investigation. The best of reason for selling. W. A. PRESTON, Grinnell, Iowa.

FOR SALE—Bicycle, Sewing Machine and Gun Store. O. SOLBRIG, Washington Iowa.

FOR SALE.

Indian Motorcycle, 1904, G. & J. tires, grip control, compensating sprocket, - \$125.00
2½ Horse Power Thomas, fine order, - \$65.00
Clement, 1¼ H. P. outfit, - \$60.00
Full line of Indian Parts, Repairs, etc.

All makes taken in exchange for 1905 Indians. F. B. WIDMAYER 2312 Broadway, N. Y. City.

FOR SALE.

Indian Motorcycle 1904, G & J tires, grip control, Compensating sprocket, - \$125.00
New 1904 Rambler, spring fork, - 175.00
Marsh, in good order, - 50.00

All makes taken in exchange for 1905 Indian. Power in all motors increased 10 to 50 per cent. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

**Special Stampings
FROM
SHEET METAL**
THE CROSBY CO., - Buffalo, N. Y.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

Bicycle and Automobile SUPPLIES.

Lowest Prices. Prompt Shipments.

JOS. STRAUSS & SON, Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

Bicycles and Motorcycles

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
45-47 Fulton Street, Chicago.

Write for terms.

JOHN S. LENC'S SON & CO

33 Murray Street, NEW YORK,

CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

782,033. Unicycle. Oswald Jensen, New York, N. Y. Filed July 8, 1904. Serial No. 215,740.

Claim—1. The combination with a wheel, of a support for the rider, movably laterally thereof, whereby the steering of the wheel is effected.

2. The combination with a wheel, of a frame movable therein, and a seat for the rider movable laterally of the frame whereby the steering of the wheel is effected.

781,687. Former or Mold for Making Pneumatic Tires or the Like. Thomas Sloper, Devizes, England, assignor to Christian Hamilton Gray, Silvertown, Essex, England. Filed March 12, 1904. Serial No. 197,868.

Claim—1. In a "former" for tires, the combination with a circular support having a series of perforations, of movable pins carried in these perforations and adapted to project from the face of the support or to be withdrawn so that they do not project, substantially as set forth.

781,936. Carburetter for Hydrocarbon Engines. James J. Cook, Jersey City, N. J., assignor to Cook Kerosene Carburetter Company, a corporation of New Jersey. Filed July 22, 1903. Serial No. 166,630.

Claim—1. In a carburetter, the combination with a casing, of an upright vaporizing post located in the casing, an electrical heater coil wound upon the exterior of the post, and forming a spiral channel for oil projected against the post, and means for projecting oil against the upper end of the post.

782,155. Pneumatic Tire. Carl W. Maxon, West Bay City, Mich. Filed July 11, 1904. Serial No. 216,168.

Claim—In a pneumatic tire, the combination with an outer casing of a pair of air tubes inclosed within said casing, an air valve for each tube, an asbestos cushion surrounding said air tubes and inclosed within said casing, said outer casing being formed of a mesh built up of asbestos covered wires, said mesh being coated with rubber, substantially as and for the purposes set forth.

OILERS.

"PERFEOT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.



WORCESTER PRESSED STEEL COMPANY

Successor to

WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
Automobile and Carriage Fittings. Bicycle Parts and Specialties.

Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume L.

New York, U. S. A., Saturday, March 4, 1905.

No. 23

VERDICT FOR SIX CENTS

**Suit for Breach of Contract Nets Plaintiffs
\$9999.94 Less than Claimed.**

On Monday last Judge Giegerich, sitting in the New York Supreme Court, condemned the Eclipse Mfg. Co., Elmira, N. Y., to pay six cents damages to the export firm, Guiterman, Rosenfeld & Co., New York. The exporters had asked for \$10,000.

The suit, which had been pending for several years, alleged a breach of contract. It grew out of a contract giving to the export house certain rights to sell the Morrow coaster brake in Europe, it being agreed that all orders received were to be filled "with the best of our facilities."

Orders coming to hand at a time when crowded conditions existing at the Eclipse plant prevented prompt deliveries, the exporters were so informed, and as they had previously mentioned being in a position to push another well-known coaster brake, should they be unable to get the agency of the Morrow, the Eclipse people agreed that any rights under the contract would be waived and they could substitute if they saw fit. This, in short, is what the plaintiffs construed as a breach of the contract, and forthwith brought the action for damages. There was no difficulty in showing that the contract had been complied with to the letter, and that the defendant was still ready to fill all orders "with the best of our facilities," and the verdict followed.

Keefer Finds Much Encouragement.

"Things are looking good," observed B. S. Keefer, treasurer of the Standard Spoke & Nipple Co., who was in New York on Thursday last on one of his periodical visits. "Every one in the trade with whom I have talked has spoken so cheerfully and reported such an encouraging state of affairs that it looks as if we were on the edge of an unusually good season.

"Ourselves? Well, our factory is working only twenty-three hours out of the twenty-four, which, I guess, is a pretty strong

symptom of the way things are moving. We find the demand is good for each of our several lines.

"Is the demand for our two-speed coaster brake holding up? I should say it is! To tell the whole truth, the approach of the riding season is bringing with it a quickening of interest and a big increase of orders."

Dealers Disagree, then go to Court.

Charles F. Holley and George Delray Gilmore, both of Delray, Mich., formed a partnership on April 11, 1904, to do a general bicycle business. Each of the men put \$425 into the business. On June 1 the firm was dissolved by mutual consent. Now Holley has gone into court asking that Gilmore be compelled to give an accounting of what he has done with the assets of the concern.

Two Tire Branches to Move.

May 1 will be "moving day" for two of the big New York tire branches. On that date the Hartford Rubber Works Co. will remove from No. 97 Chambers street to No. 88, on the opposite side of the same street, while the Diamond Rubber Co. will go from No. 15 Warren street to No. 78 Reade street. In both instances more elbow room is obtained.

Corson to Open in Boston.

E. H. Corson, the Hendee Mfg. Co.'s roving "missionary" of the past year, is to become the Indian Motorcycle Co., of Boston. He expects to open an exclusive motorcycle store in that city on the 10th inst., and will also "mix with" the New England interests generally of the Indian.

G & J Enter Cleveland.

The G & J Tire Co. has established a branch in Cleveland, Ohio, which will be under the direction of their veteran traveler, Herbert A. Githens. He will, however, continue to "swing around the circle" as of yore.

Strength of the "Yell for Yales."

"We are simply snowed under with business," is the interesting postscript to a semi-personal letter from Edward Buffum, sales manager of the Consolidated Mfg. Co., Toledo, Ohio.

DENMARK IS PROMISING.

**Our Consul Says It's Worth Cultivating and
Recommends the Copenhagen Show.**

"In no country is the bicycle more popular with all classes than in Denmark," says United States Counsel Raymond R. Frazier, at Copenhagen, Denmark, in a report to Washington. "The demand has increased steadily since its introduction here, and dealers in bicycles, motor cycles and automobiles declare that Denmark will always be a rich market for this class of vehicles. The country is level, rich in beautiful scenery, and maintains over 4,000 miles of macadam highways. The Danes are, without exception, enthusiasts for outdoor life. Each Sunday and holiday thousands of people leave Copenhagen on their wheels for the neighboring forests. The automobile and motorcycle are not so well known, but the latter, especially, is destined to be very popular here.

"The United States had a monopoly in the bicycle trade for several years, and still has the highest grade machines, but in the total value of imports, Germany undoubtedly now stands at the head. The demand for cheaper grade wheels is large, and in this line it is difficult for our manufacturers or the English to compete with the Germans.

"Statistics for 1903 show that \$359,978 worth of cycles and cycle parts were imported into Denmark, of which \$283,785 represented imports for consumption; that \$73,968 worth were from the United States; that, in addition, there were imported from the United States during the same period 1,600 cubic feet of cycles and cycle parts, and 24,000 pounds of automobiles."

Copenhagen's cycle and motor show will be held in the spacious Tivoli Gardens, in that city, from March 15 to April 9, 1905, inclusive. The committee, however, reserves the right to prolong the show is deemed advisable. Space costs but 40 cents per square foot, which, includes the erection of a platform and covering the same. United States Consul Raymond R. Frazier suggests that as Denmark is a good country for bicycles, American manufacturers should find the show worthy of patronage. L. Bendixen, Copenhagen, has charge of the arrangements.

EXPORT YEAR BADLY BEGUN

Big Drop Recorded in January — Large Losses Offset by Few Gains.

Detailed statistics of exports for January show that the year opened with a dull thud. The business during the month fell off nearly \$100,000.

A comparison of the figures for the month of January for the present year and the corresponding thirty days of 1904 disclose the shrinkage that tells the story—\$12,327 to Great Britain, in place of \$54,759; \$4,191, instead of \$21,641, to France; \$5,066, from \$14,053, to Germany; with nothing to Belgium, against \$2,757 last year.

But there are rays of hope, even at that. British North America shows a substantial increase from \$7,704 to \$12,283, while "Other Europe" reveals a just perceptible gain, \$22,298 to \$22,676.

Spanish-American countries show slight gains in some instances and a decided loss in others. Mexico has increased \$1,300, and Cuba \$1,778, more than double in this case, but Brazil and Argentina's decreases of \$1,245 and \$154 from totals of already attenuated proportions more than offset this.

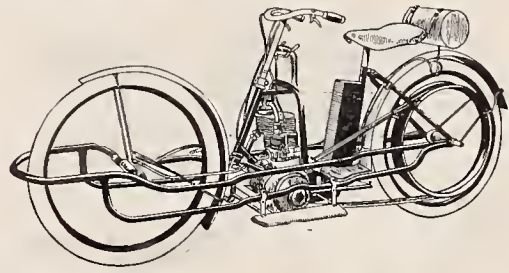
In the far East, Japan's showing continues to decrease consistently, being in the present instance from \$39,472 to \$23,395, while China has jumped some 300 per cent.; but as the total, even at that, is but \$415, it does not signify a great deal. Probably by far the most discouraging feature of the report is the magic fading of the totals to British Australasia, which are now \$9,812, in place of \$23,112 in twelve months. In like proportion are those to British Africa, which slid from \$645 to a beggarly \$20.

Detailed figures, comparing the totals for the months in question as well as for the seven months ending in January, are herewith appended:

| | January— | | Seven months ending January— | | |
|-----------------------------------|-----------|-----------|------------------------------|-------------|------------|
| | 1904. | 1905. | 1903. | 1904. | 1905. |
| Exported to— | Values. | Values. | Values. | Values. | Values. |
| United Kingdom | \$54,759 | \$12,327 | \$143,965 | \$143,094 | \$87,962 |
| Belgium | 2,757 | ... | 14,001 | 22,342 | 22,016 |
| France | 21,641 | 4,191 | 79,629 | 31,704 | 16,090 |
| Germany | 14,053 | 5,066 | 40,313 | 47,992 | 18,693 |
| Italy | 5,345 | 2,122 | 23,152 | 33,215 | 13,152 |
| Netherlands | 11,307 | 4,775 | 30,427 | 65,925 | 23,968 |
| Other Europe | 22,298 | 22,676 | 69,668 | 81,349 | 56,581 |
| British North America..... | 7,704 | 12,283 | 60,356 | 49,856 | 40,949 |
| Central North American States and | | | | | |
| British Honduras | 124 | 275 | 1,888 | 1,583 | 2,945 |
| Mexico | 3,148 | 4,448 | 16,282 | 24,295 | 25,589 |
| Cuba | 1,293 | 3,071 | 5,541 | 10,511 | 22,078 |
| Other West Indies and Bermuda.. | 2,267 | 2,060 | 21,923 | 17,587 | 18,159 |
| Argentina | 1,080 | 926 | 6,980 | 5,880 | 11,155 |
| Brazil | 2,079 | 834 | 4,149 | 7,512 | 7,782 |
| Colombia | 484 | 220 | 552 | 828 | 3,056 |
| Venezuela | 21 | 26 | 173 | 461 | 254 |
| Other South America..... | 998 | 891 | 10,966 | 10,596 | 7,926 |
| Chinese Empire | 120 | 415 | 9,695 | 9,357 | 9,362 |
| British East Indies..... | 1,842 | 142 | 27,079 | 15,579 | 5,440 |
| Hongkong | 650 | 252 | 2,353 | 7,640 | 2,457 |
| Japan | 39,472 | 23,395 | 259,489 | 232,377 | 124,213 |
| British Australasia | 23,112 | 9,812 | 135,621 | 220,106 | 94,042 |
| Philippine Islands | 594 | 400 | 9,236 | 17,888 | 2,551 |
| Other Asia and Oceania..... | 2,856 | 3,624 | 17,656 | 12,728 | 13,449 |
| British Africa | 645 | 20 | 74,421 | 7,793 | 1,718 |
| All other Africa..... | 683 | 478 | 6,783 | 5,841 | 2,593 |
| Other countries | ... | ... | ... | ... | 50 |
| Total | \$221,332 | \$114,729 | \$1,072,298 | \$1,084,039 | \$634,230. |

England Contributes the "Bi-Car."

In old England, when they do a thing, they do it good and proper. "Substantial" is a synonym for "British," and it is a watchword they never let go of for one little minute. But if they are conservative in construction they certainly are, wont to be most radical in nomenclature. Just now they've got a car craze; it's this car and that car, till one really fancies they must have car on the brain. They take a motor tricycle



with a platform on it, load it down with a few steps and things by way of ballast, and it becomes a "tri-car," if you please.

And now come a couple of lads from out of Norfolk with a thing they have dubbed a "Bi-Car." Just have a look at the picture and you'll be interested at once. Please notice all the up-to-date features, side entrance, running boards, vertical motor in front, and so on. Presumably that is what makes it a "car."

It is catalogued as a single track machine, fitted with a horizontal frame, and noteworthy for its low centre of gravity. The frame is tubular, of trussed structure, and "suitably reinforced." The motor is carried on a sub-frame and becomingly anchored. By only a slight modification of the latter, so we are told, any desired form of motor may be used. The main frame is looped around the front of the steering wheel, to guard it in case of collision presumably, while the wheel itself runs in trunion blocks which swivel on gun metal quadrants.

A car? Why, bless you, no; it's a motor bicycle now without pedals and with a foot-board "onto it."

TELLS THE STORY WELL

Yale Catalogue States the Case of Motorcycles as it Should be Stated.

Of all the catalogues devoted to motorcycles, but one really fully portrays its advantages and handles the subject as it should be handled—the catalogue of the Consolidated Mfg. Co., Toledo, Ohio. It does not assume that "everybody knows all about motorcycles," but in leading up to the Yale-California, it presents that attractive and logical argument that creates new purchasers. Among other things, it says:

"The clearest and best definition which we can give you of Yale-California efficiency is that it includes all the manifold attractions of the automobile and the bicycle, and that the weaknesses and drawbacks of neither are present in its construction.

"Before it settled down and became a commercial commodity, the bicycle made its friends by the thousands and hundreds of thousands, chiefly because it was able to take them to restful and beautiful places which they could not reach on foot. The element of speed has fascinated the world in every stage of its history, and each accession to the list of vehicles invented for the annihilation of time and space has been epoch-making in its results.

"There were many excellent reasons why the bicycle should eventually be applied to purely practical purposes, and it is not our object to discuss them here, but to point out instead the very good grounds that exist for believing that the motorcycle is about to fall heir to its widespread popularity.

"Like the bicycle, the Yale-California covers the ground—but covers it with infinitely greater speed. The very desirable feature of healthful, glowing exercise, that brings brightness to the eyes and flowers to the cheek, is not lost by any manner of means in the motorcycle, but to it is added the delight of working or not, just as the rider chooses.

"The Yale-California speeds as fast as the fastest of automobiles, if you like—but no automobile can run at the same exhilarating rate with an equal degree of absolute control. Much is heard of the touring car that can be instantaneously throttled down to slow speed—but what maker of touring cars would claim for his product the same responsiveness in this respect as that possessed by the Yale-California?

"The Yale-California zips along at the rate of forty miles an hour, if you want it to, and slows down instantaneously to four miles, if you choose, without jolt or jar. It isn't a bit discouraged by high hills, as the automobile so often is, and it will carry you in a day's run twice as far as the average runabout or touring car. The operator of a touring car arrives at the end of his day's journey jaded and tired after the steady strain under which he has labored; and his

fellow-passengers are stiff and weary from the cramped position in which they have been held for hours. The motorcyclist rides with ease and abandon. He is the confident master of his machine. He can take any grade without anxiety or strain. If his position becomes wearisome he can change from the task of merely diverting the progress of his machine to exercising his muscles by pedaling; and if the latter, in turn, becomes irksome, revert back to his original pleasure of speeding along with nothing to bother him.

"A touring car may balk at a high hill or be stalled by any one of a hundred possible and very probable mishaps; a bicyclist may be so worn out by his exertions that progress is next to impossible; but the motorcyclist has an advantage which is all his own in the fact that he can realize his own physical powers by pedaling, or the powers of his machine. He always has something to fall back on, no matter what the conditions, and cannot be left stranded on the highway far from his intended destination.

"For city use the Yale-California offers just as many inducements as it does for country travel. The man who is compelled to travel far from his home to office or factory can snap his fingers at stalled street cars. Even if the speed limit of the city restrains him from flying along at a forty-mile clip, half that speed will land him at his house door in a very few moments."

No Shrinkage in Germany.

Returns just issued show that the exports of German cycles and cycle parts during the eleven months ending with November last reached a total of 3,911 tons, as contrasted with only 3,126 tons in the corresponding period of 1903. There was also a slight increase in the imports into Germany of foreign cycles and parts—from 201 tons in the first eleven months of 1903 to 212 tons in the eleven months ending with November last.

How to Ship to Denmark.

Denmark's duty on cycles and motorcycles, in parts, is \$3.35 per 100 kilos. (220.46 pounds). Complete, they are taxed 10 per cent. ad valorem. Importers suggest, therefore, that all machines be shipped with the tires removed, in order that entry may be made as "cycle parts" and the lower rate obtained.

President Whittier Getting Better.

After a battle of four weeks with cancer of the stomach, during which his life was despaired of, D. L. Whittier, president of the Eclipse Machine Co., Elmira, N. Y., has taken a distinct turn for the better. He was so far gone that his recovery is considered little short of a miracle.

Goodrich in New Quarters.

The B. F. Goodrich Co.'s Boston branch is this week taking possession of new and larger quarters at 16th Columbus avenue.

CORSON CREATES A CARRIER

Six Thousand Miles of Travel on Motor Bicycle Induced its Invention.

Necessity certainly was the "mother of invention" in the Corson motorcycle luggage carrier. The inventor is the well known E. H. Corson, who, as an Indian missionary, covered some 6,000 miles during the past



year. As his chief purpose was to exploit the practicability of the motor bicycle, he avoided railroads as the devil is supposed to avoid holy water, and it required that he carry his luggage with him. To do so neces-



sitated a carrier of unusual strength and security, and that held the luggage in a position where it could not drop off without being seen. The resulting carrier, which is shown by accompanying illustrations, proved so effective and convenient that it has been formally "adopted" by the Hendee Mfg. Co., Springfield, Mass., who are now placing it on the open market.

"Tachometer Watch" from France.

France is probably the last place in the world from which one would expect to see an invention in the shape of an utterly un-called-for attachment to the bicycle emanate at this late day. True, this tachometric watch, as the invention is styled, is equally applicable to the automobile, but likewise equally an addition which few will be able to

note any advantage in or care to apply. It is manufactured by Chateau et Fils, Paris.

As its name indicates, it is a combined speed recorder and watch, but the amount of gearing necessary to its function in the first capacity is such as to more than nullify any advantage it might possess in either role. The principle is that of a timepiece, the entire case of which is fitted so as to be revolved by the bicycle wheel in the direction opposite to that of the travel of the hands, and at the same rate of speed.

The hour hand, accordingly, maintains a fixed position with respect to the handle-bar of the bicycle to which it is attached, provided that the rider continues to pedal at the same speed. If the hand apparently moves forward or backward, this informs the rider that his speed has increased or decreased in proportion to the amount of seeming change of position of the hand. The second hand may also be utilized, in which case, it is said to be possible to read the fluctuations of speed to a minute.

The ratio of the gearing in the transmission, the amount and cumbrousness of which, as illustrated attached to a bicycle, is sufficient to discourage its use, determines the mean speed that the rider is enabled to maintain by keeping his eye glued on the hand and regulating his pedalling accordingly. The makers naively state that this ratio may be altered at will, without dismounting from the machine, so as to cause a variation in the speed it is desired to maintain, whether up or down hill or on the level.

New Idea in Carburettors.

Up at Elmira, N. Y., "where the Morrow coaster brake comes from," the Eclipse Machine Co. is working on a carburetter that probably will attract a lot of notice when it is formally announced. It is said to depart radically from existing types, embodying, in fact, what is termed "a double float feed principle." It is not yet ready for the market, but the first model has been put to some severe tests and with excellent results.

The Retail Record.

Lima, Ohio.—Charles Fuller sold out to A. D. Nichols.

San Ana, Cal.—S. C. Wright, succeeded by Wright & Kendall.

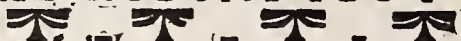
Boulder, Col.—Thomas Hussie; fire; total loss; insurance, \$2,500.

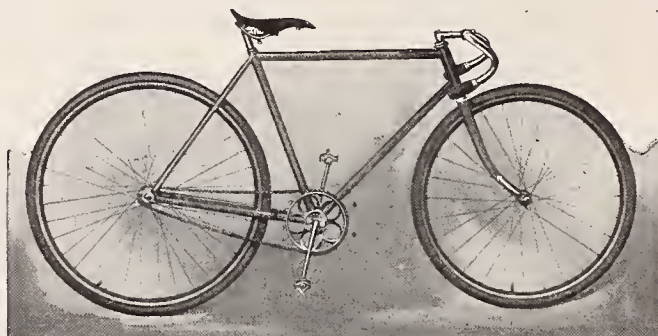
St. Louis, Mo.—Hurck Cycle Co., removed to 207 North Twelfth street.

Made Big Profit on Tires.

During 1904 the French Dunlop Tyre Company made a profit of \$216,505 on a capital of \$500,000. It permitted a dividend of 10 per cent. to be paid on the common stock.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

W HAT YOU GET FOR YOUR
MONEY IS AS IMPORTANT
AS THE AMOUNT YOU P.
PAY. 



More good practical improvements **OF VALUE TO THE RIDER** than in any other bicycle made—Our old customers know it—Our new customers soon find it out.

Get our catalog and ask for agency proposition, if we are not represented in your vicinity.

NATIONAL CYCLE MFG. CO.,

BAY CITY, MICH., U. S. A.

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts of names by all sorts of people at all sorts of prices. The makers were ashamed to put their own names on them. There are lots of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

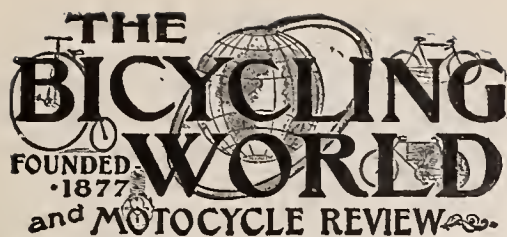
BRANCHES: New York, 754-756 Seventh Ave.

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MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

LONDON, ENGLAND.



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TELEPHONE, 2652 JOHN.

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Foreign Subscription \$3.00

Invariably in Advance.

Postage Stamps will be accepted in payment for subscriptions, but not for advertisements. Checks, Drafts and Money Orders should be made payable to THE BICYCLING WORLD COMPANY.

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 4, 1905.

Influence of the Bicycle.

When a man has taken to himself a hobby—the only idol the world now recognizes—and having shaped and reshaped it until it is perfect and good and great in his eyes, mounts to ride away, the cold, gray world loves to stand by and look on and see how far his enthusiasm will take him before the sharp edge of one of life's ruts punctures the pneumatic of his self-conceit and lays him up for reconstruction.

One of our contemporaries of the land over the sea lays great editorial stress on the pith of a certain postprandial address given at a club banquet by a coroner. The text was that no sermon had ever done so much for the working classes as the pastime of cycling. It had changed the manners and morals of men, and been an educational force for everybody; it had done more than legislation in promoting temperance, for it gave the people something to do with their time, which was better than hanging around public houses.

Now the scribe gets out his well groomed rocking horse and mounts and away. He says: "It is the mission of the bicycle to take a man out of himself into surroundings

which tend to broaden his views and to raise his ideas." That's right, too! And, mind you, the world is not so much inclined to scoff at the mount and ridicule the rider as to be amused at the lengths to which their enthusiasm will carry them. Then he goes on to say that if the coroner and other serious minded observers of the world have already noted the success of the mission, and have seen in the past results which justify the conclusion that the cycle is a positive moral agent in the community—a rival of the clergy, or, rather, perhaps an ally, "how much more so will it not be in these days of cheap cycles; when even the humblest workman may by thrift put by enough in a few months to buy a machine? It would almost seem a more rational proceeding to provide a young man or woman with a bicycle, which they would pledge themselves to ride, than to adopt the more usual methods of the temperance reformer. And we certainly think it would be the cheaper for the nation in the long run."

Fancy the W. C. T. U. giving out bicycles! Would we sign the pledge? Well, I should smile. Maybe, too, when the market began to cloy, they might throw in a few green trading stamps.

But, seriously, there's more than a joke in it. Vice is abnormal. It is the result of an abnormal physical condition. Plague ridden bodies, unnatural lusts, bodily infirmities and nasty, rotten minds contribute the mass of pent up filth, whose only outlet is crime. The perfect man has no bodily ailments and no morbid tastes; he is thoroughly in harmony with himself; his powers are set over against one another in a species of divine balance; he is the man God made. Bernarr McFadden trades on this as a new principle—and, of course, he has a living to make, like all the rest of us, even if all he eats is grape-nuts and postum coffee—but it is not. Bicycling World knew all about it in 1900, and told you so, but it wasn't new even then; we got it from the Bible.

Mr. Elbert Hubbard, of East Aurora, this State, who is an author and bookmaker, says: "That man is most unfortunate who has more body than he can use. Nature lets you live on this one condition, that you make use of all your faculties. This is salvation." And when he undertakes to drive a nail, he seldom pounds his fingers.

An unused, untrained mind, or an unused, untrained body are equally efficient in producing an overbalanced organism. He and the whole denomination of strong men say

that you must exercise in the open air and breathe good and deep of that tasteless, colorless stuff which is life itself. Mostly, they tell you to walk, but that is because they are out of the trust and haven't got any wheels to sell. But they know, and we know, and they know that we know, and we—and so forth and so on, and go as far as you please and then leave off—that the wheel is better for you than the hoof, because it uses more muscles, tires you less and takes you somewhere. You get more exercise, more air, more fun and more health than you do on foot or on the horse or in the automobile. "Out of date?" Why, the very idea. That same "up State guy" who writes epigrams for other people to use has said that only new things get old-fashioned, and you'd better mind what he says.

So get out the wheel and scour off the spokes and set up the bearings, and try it all over again, just as if 'twas new to you, and see if you don't feel good all through and all over when you get back.

Time to Get Ready.

If he has not done so during the long winter months, now is the time when the cycle dealer and repairer must "put his shop to rights." Spring is not far off, and the "early birds" of cycling are already astir or are thawing out.

It is but a matter of days when old bicycles will be hurried to the cycle shop for overhauling, which term may be made to include everything, from fitting or replacing a broken spoke to renickeling or applying new tires, or a coaster brake. It is well that the dealer should go over his stock to be sure that he not only has such goods in stock, but has the tools required for the performance of the work.

The really enterprising dealer will not wait for such work to find its way to his shop. He will "go after it," and set about doing so now. Despite all that may be said of the "passing of the bicycle," it is undoubted that in spring the public's fancy turns lightly to thoughts of cycling. Those who have long unused wheels reposing in cellars begin to think of riding them, and those who once cycled think of cycling again. They all are in a receptive mood, and the right sort of literature reaching them at the moment has more than an even chance of producing results. The dealer should seek to evolve a happy phrase or two in mailing his "annual reminder" that he is still in business, and that he will be pleased to call

for old wheels that require overhauling or to show new ones that he has "just placed in stock." If he advertises, he should begin to advertise within the next thirty days, and if he can induce his local papers to devote some space to cycling matters, it will do much to shape the public fancy and to speed his work.

But whatever the dealer purposes doing, he should set about doing now.

The development and use of the wire spoked wheel and the chain, as applied to the bicycle and the automobile, form another illustration of the fact that a thing is only right when in its right place—everything suffers or prospers according to its environment, as does man. One attempt sufficed to demonstrate beyond question that the wood spoked wheel was distinctly out of its element on the bicycle; but the wire spoked wheel achieved such a great measure of success in connection with the latter that numerous attempts and quite a little time were necessary to prove that it was equally as out of place on the automobile as its successor in this role was on the bicycle.

The bevel geared, direct driven bicycle anticipated the advent of the practical automobile by a few years, but the latter almost without exception were chain driven at first—many still are, for it is only within the last two years that the direct drive has come into favor.

In the process that has brought about the survival of the fittest, no branch of the industry has been more tremendously upheaved than the saddle branch. In the heyday of cycling the number of saddles on the market was countless. They were of all shapes, sizes and kinds, and the majority of them were little short of instruments of torture, although the frenzy was so keen that none then had time to recognize the fact. When the upheaval subsided, into the hole created this great aggregation sunk out of sight as if by magic. The saddles that now remain are, generally speaking, the rational types that deserved to survive, and they may be counted on the fingers of one hand and then leave a finger or two uncounted.

Signs—small in themselves, but not the less discernable—accumulate that woman-kind is beginning to evince real interest in motorcycles, of which the grip control enables her to become the mistress. The drop frame machine cannot be much longer delayed

About Mud Guards and Other Things.

Editor of the Bicycling World:

I have read with interest the letter of "Missouri Kicker" regarding mud guards in your issue of January 28, and quite agree with him in all that he says. I, too, had ridden for a number of years without mud guards, and the consequence was that all my cycling, both to business and for pleasure, was done in fine weather. A wet day meant laying up the wheel and taking to "shanks' mare."

Two years ago I had guards fitted to my wet weather machine (I keep two first grade cycles, one stripped for fine weather and the other with guards for wet), and now ride in all sorts and conditions of days and nights.

I certainly think the trade should include mud guards and coaster brakes in the specification of their wheels (even if they charged a few dollars more the extra advantage of these accessories would more than compensate for the increased cost), but if guards are generally fitted in the future the machines should be built with a little longer wheel base, so as to allow the pedals more clearance from the front guard; otherwise the toe clips are apt to foul it and cause a nasty spill (I know from personal experience. Verb. sap.). As your correspondent says, "the greatest objection to guards is that they are liable to rattle," but this fault can be remedied by careful fitting.

I wonder if "Missouri Kicker" has ever coated his guards on the inside with Three-in-One or vaseline; if not, he should try it, and he will find that they will not collect mud nearly so much. Of course, the guards will require to be washed every little while and recoated, but it will well repay the trouble.

Apropos of your correspondent's remarks on being able to "fix things aright," how is it there are comparatively so few cyclists who have a practical working knowledge of their machines? I find that I can keep my own cycles in first class working order (and as I ride about 1,800 Veeder miles a season they require some attention), and I think if cyclists generally would take a little more interest in their mounts, apart from blowing up tires, oiling and riding, and learn how to keep them in adjustment, etc., they would get a great deal more pleasure and satisfaction in riding them. I notice that the majority of bicycles one meets are kept in anything but good trim, generally coated with dust and mud, with the nickel all fogged or rusted, wheels out of true, bearings loose and with a general appearance of neglect.

Given a high grade bicycle, a fairly rideable road and a generous amount of fine weather, there are few forms of outdoor exercise, barring running or walking, which will conduce to better all round health and strength than regular exercise on the wheel, and it is a wonder why so many do not cycle just because "Mr. So and So" does not ride. Anyhow, theirs is the loss, not ours.

W. A. THORBURN, St. John's N. F.

Maine Strikes at Motorcycles.

Representative Briggs has introduced a bill in the Maine Legislature providing for the registration of automobiles and motor bicycles. The bill provides that no automobile or motor bicycle shall, after June 1, 1905, be operated on any public highway unless registered, and the registered number shall at all times be plainly displayed on the vehicle. Registration shall be made at the office of the Secretary of State, and the fee shall be \$3. The certificate shall not be transferable, and a new registration shall be required upon the sale or transfer of ownership of any automobile or motor bicycle.

The act shall not apply to machines owned or operated by non-residents of the State. Penalties for the violation of the act shall not exceed \$25 for the first offence, and not exceed \$50 for any subsequent offence.

The F. A. M. has lodged a protest with Mr. Briggs and besought him to eliminate motorcycles from his measure.

Reviving an Old Principle.

A wheel within a wheel is the principle of the "pneumatic suspension wheel," a device that has reached the marketing stage on the "other side." Double spokes are employed as well as a duplicate system of them. Starting from the hub, they pass around a small pneumatic tire about ten inches in diameter, and back to the hub, where they are fastened. The second set comes from the rim of the wheel itself and is passed about this small tire and then back to the rim. The wheel is thus held in suspension by the inflation of the inner air chamber—it can hardly be termed a tire in this capacity, although in fact it is nothing more or less.

How Australia is "Coming On"

Australia is now coming forward with records of motorcycle performances—not the hurrah kind, but achievements which show what the machine is capable of in intelligent hands. One of these was a trip between Aylesburg and Melbourne, a matter of slightly over 200 miles, which was covered in nine hours, or at the rate of 22¼ miles an hour, including halts. The roads were said to be in good order, but owing to the prevalence of bush fires, a number of bridges over culverts were burned away necessitating frequent stops. The machine used was equipped with a 2¾ H. P. motor and a spring frame.

To Look Into the Tank.

This tip comes from an experienced motorcyclist: Don't hold a lighted match over the opening in your tank to see how much gasoline it contains. Instead get a 5-cent pocket mirror, and throw the sunlight, gas or electric light down through the hole the same way you did when you wished to see the bottom of the "dear old well down on the farm." At night, with the mirror in one hand and your bicycle lamp in the other you can see into any dark corner in the tank or around the motorcycle.

TIE ON HOME TRAINER

Wallin and Vandendries on Even Terms—
Brown Wins a Match Race.

Standing Second Week.

| Name. | Club. | Points. |
|--|-------|---------|
| H. Wallin, Monitor Cycling Club | | 3 |
| H. Vandendries, Tiger Wheelmen..... | | 3 |
| D. B. Brown, Tiger Wheelmen..... | | 2 |
| Charles Martin, Homan team..... | | 1 |
| C. Sherwood, Pellet team..... | | 1 |
| F. Erickson, Monitor Cycling Club..... | | 1 |

Riding against a handicap of three seconds, D. B. Brown, of the Tiger Wheelmen, bested Charles Martin, of the Homan team, by a scant two-fifths of a second in the first half mile heat of the "interstate" home trainer championship, promoted by the Tiger Wheelmen, at Apollo Hall, 475 Ninth avenue, New York City, Wednesday. Brown's time was 0:38 4-5.

H. Wallin, of the Monitor Cycling Club, pedaled away from Henry Vandendries, of the Tiger Wheelmen, in the second heat and beat him out at the finish in 0:38 1-5. D. B. Brown finished first in the third heat, but the handicap of three seconds saved Charles Martin from defeat, the latter winning out by only two-fifths of a second. Time, 0:42 2-5. H. Vandendries and H. Wallin mounted the rollers for the fourth heat. Vandendries finished first, his time being 0:38. Vandendries won first place, his average time being two-fifths of a second better than that of his nearest competitor.

A special match race between Charles Martin, of the Homan team, and D. B. Brown, of the Tiger Wheelmen, was the feature of the meet. Brown allowed Martin a handicap of three seconds, and finished first in the first heat by the narrow margin of two-fifths of a second, corrected time. Martin beat out Brown in the second heat by the same time. Brown crossed first in the final heat with a good one and two-fifths seconds to spare. Actual time, 0:39 2-5. Summaries:

Half mile, interstate championship.—First heat—D. B. Brown, Tiger W., first; Charles Martin, Homan T., second. Time—0:38 4-5.

Second heat—H. Wallin, Monitor C. C., first; H. Vandendries, second. Time—0:38 1-5.

Third heat—Charles Martin, first; D. B. Brown, second. Time—0:42 2-5.

Fourth heat—H. Vandendries, first; H. Wallin, second. Time—0:38.

Half mile match race, between Charles Martin, Homan team, and D. B. Brown, Tiger Wheelmen. — First heat — Won by Brown. Time—0:38 4-5. Second heat—Won by Martin. Time—0:42 2-5. Third heat—won by Brown. Time—0:39 2-5.

The world's championships at Antwerp will be run off as follows: Sunday, July 16, 100 kilometres for amateurs; Friday, 21st, amateur and professional sprint championships; Sunday, 23d, long distance professional championship.

Ernst and Goerke Win at Buffalo.

Dire threats emanating from the Buffalo (N. Y.) Racing Cyclists' Union, a refuge for Buffalo amateurs with sore heads, by which they refused to participate in the bicycle races at the Seventy-fourth Regiment armory last Saturday night were carried out to the letter by the "union," but the regiment officials "made good" by "importing" Oscar Goerke and H. F. Cranston, of New York City, and Fred Ernst, of Rochester, three of the fastest indoor amateurs in the country, who did some of the prettiest riding ever seen in the Buffalo armory.

Fred Ernst finished first in the one-mile open after a hard tussle with W. H. Reilly, of Buffalo, and came within three-fifths of a second in breaking the armory record, 2:17, held by Warren Zurbrick. W. W. Whitelock, of Buffalo, jumped away from four other riders while negotiating the last turn, and crossed an easy third. Time, 2:17 3-5.

Four men started in the unlimited pursuit. Ernst proved the stellar attraction in this race, and by a series of brilliant sprints cut down the leads of Cranston first, W. H. Reilly, of Buffalo, next, and then after a hard two-mile fight passed Goerke, at 3 miles 3/4 laps. Time, 8:07.

Oscar Goerke, riding from scratch, figuratively "put it all over" the bunch in the final race—a two-mile handicap. W. H. Reilly (35 yards) was second and W. W. Whitelock (40 yards) was third. Time, 4:45 2-5. Summaries:

One-mile open—Fred Ernst, Rochester, first; W. H. Riley, Buffalo, second; W. W. Whitelock, Buffalo, third. Time, 2:17 3-5.

Unlimited pursuit—Fred Ernst, Rochester, first; Oscar Goerke, New York, second. Distance, 3 miles 3/4 miles. Time, 8:07.

Two-mile handicap—Oscar Goerke (scratch) New York, first; W. H. Riley, Buffalo (35 yards) second; W. W. Whitelock, Buffalo (40 yards) third. Time, 4:45 2-5.

International Union Elects Officials.

At the annual meeting of the International Cyclists' Union in Paris, the world's championships of 1906 were awarded to Switzerland, and those of 1907 to France. The officers chosen were as follows: Emile de Beukelaer (Belgium), president; D. Carozzi (Italy), vice-president; Rousseau (France), secretary; Britten (England), treasurer; Colignon (Belgium), sub-secretary. Twelve countries were represented at the meeting.

Clover Picking at Lynn.

The Clover Cycle Club, Lynn, Mass., has elected the following officers for the current year: President, Elmer J. Elliott; vice-president, Fred. C. McLean; secretary, Milton Dinsmore; financial secretary, E. M. Blethen; treasurer, J. J. Murphy; captain, Forest D. Osgood; first lieutenant, A. J. Badger; second lieutenant, Roy G. Clough. Directors—Fred E. Rossitor, A. C. Myers, Roy G. Clough, Forest D. Osgood and A. J. Badger.

WANTED.

A MAN of good imagination, cycling experience and executive ability, to take charge of a corps of bicycle workers who will be furnished by the several makers of bicycles to the undersigned. These late traveling men, having been convinced that they will not be shot if seen in cycling suits, to be assigned each to an exclusive territory, and in the towns and cities thereof they are to interest and assist the dealers in working up Re-union Runs, Coasting Contests, Road Races, Vacation Tours and kindred affairs. The man wanted must be able to show results; it is believed that he could make the position a permanent one with increasing salary. Replies treated confidentially. State qualifications and salary expected. Address

SYNDICATE BUREAU,

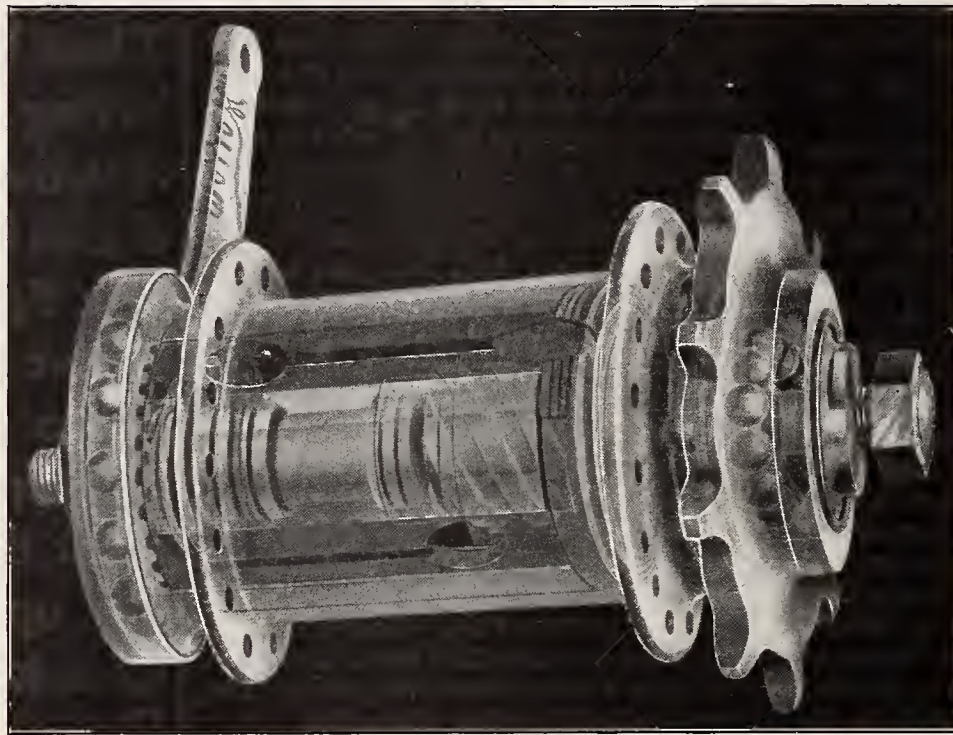
% Bicycling World,

TRIBUNE BLDG.,

NEW YORK.

NOW'S THE TIME

when the enterprising dealer makes his bid for the "Spring overhauling" of old bicycles and for bringing them up to date by fitting them with Coaster Brakes.



IT'S EASY

if the dealer "talks MORROW."
Everybody knows the MORROW
and trusts it.

"We shall continue, as we have in the past, to recommend the MORROW as the best. It just can't be beat."—DECKER & SON, Brazil, Ind.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

AMERICANS WIN ABROAD

Both Lawson and McFarland Bag the Big Money in Australia.

At the annual Westral race meet, December 24, at Coolgardie, Australia, Floyd McFarland made his first appearance in that country since his three years' suspension was formally declared "off." He contented himself with riding a half-mile exhibition behind motor pace. He tried to reduce the Westralian record of 45 seconds, but failed by two-fifths of a second. On the second day of the meet McFarland appeared in the five-mile scratch event and won easily. G. R. Morgan finished second, and E. A. Pyc third. Time, 11:30.

Saturday evening, January 7, the Sydney (Australia) carnival was inaugurated, with Lawson, Ellegaard and Rutt as a trinity of stars. The Dane was in bad form, however, and failed to score. He scratched for the mile handicap, and retired in the five-mile scratch. Lawson and Rutt shared honors, the American defeating the German in the second heat of the mile handicap, while Rutt turned the tables in the final. The last heat was particularly fine, Rutt beating Lawson by only half a wheel's length. Time, 2:05 3-5. In the five-mile scratch N. Anderson, Ellegaard's trainer, also raced, and proved himself to be a stayer of no mean order, breaking away with Houston and winning by half a lap from Lawson and the rest of the field. In the sprint for home Anderson beat Houston by nearly a dozen lengths, Lawson easily defeating Rutt for third place. Time, 11:36.

The meeting was continued on Wednesday, the 11th inst., when a high wind interfered with the riders. Lawson was in exceptional form, and during the evening not only defeated Walter Rutt in two match contests, but established a new world's one-mile paced record. The first heat of the international match between Iver Lawson, of America, and Walter Rutt, of Germany, was paced by McLean. Half a lap from home Rutt sprinted ahead, but Lawson came on again, and won by half a length. In the second heat Horder paced, and Lawson hooked on his wheel, with Rutt following warily. When the jump came both men went together. Lawson's front wheel crossed a few inches ahead, winning the sweepstakes, which amounted to \$200.

The one-mile record was exceedingly trying on Lawson. The pacers were Rutt, Walker, Farley and Horder, and they were spread out twenty-five yards apart. Through a mistake the pacers had all withdrawn with a lap and a quarter to go, but the plucky rider rode un-paced for that distance (over a third of a mile), and succeeded in reducing McFarland's record, made last year, of 1:49 by one and one-fifth seconds.

On Saturday, January 14, Lawson finished third in the sixth heat of the one-mile Sum-

mer Wheel race for \$50, thus qualifying for the semi-finals. In the second semi-final heat Lawson and Rutt had a desperate fight for second place, the former winning by less than a half wheel length. Time, 2:06 1-5.

The "Farley scratch," at five miles, for \$50, was exceptionally exciting. The pace was a cracker from the start. Lawson, Farley, Clark and Rutt eventually came together, and at a mile and a half to go only eight men were left in the race. Clark took the lead on the homestretch, and instantly Rutt broke away, with Lawson at his rear wheel. The latter dug into his pedals for a final sprint, and beat Rutt out by two lengths. D. J. Walker finished third and Clark fourth. Time, 11:18 3-5.

Four firsts was Iver Lawson's "bag" at the race meet at Castlemaine, Australia, Monday, January 2, which drew a record breaking crowd. The American crack would have made it five straight, but in the "Charities Wheel race," the big event, his rear tire exploded at a time when he had the race well in hand. G. C. Macgibbon won out in 4:24 2-5.

In the one-mile scratch race Lawson proved himself far superior to the Australian cracks and beat out some twenty-odd riders. J. Filsell was second and H. J. Thomas third. Time, 2:27 1-5.

Lawson was first in the one-mile handicap, riding from scratch, D. J. Walker (10 yards) secured second place, and G. C. Macgibbon (135 yards), third. Time, 2:06. He also easily captured the half-mile Flying Stakes, riding in 0:59, E. Payne and H. Gordon, two Australians, being, respectively, second and third, and in the one-mile scratch Lawson was also in front. S. E. Gordon rode in second and J. G. Farley third. Time, 2:35.

New Yorker is Rhode Island Champion.

Charles E. Milkowait, a New Yorker, is "home trainer champion of Rhode Island." He won the title on Washington's Birthday from a bunch of Rhode Island's sprinters, and incidentally set up a new record for that State. The former record of 1:08 was reduced 12-5 seconds by Milkowait, who rode the mile in 1:06 3-5.

The race, promoted by the Newington Wheelmen, of Providence, was a big success, twenty-four riders competing. They rode in heats, semi-finals and finals Milkowait broke the record in the final heat and won first prize, a gold medal. Edward Downing, of Providence, R. I., was second, in 1:08 1-5, and William E. Stevens, of North Attleboro, third, in 1:10.

Atlanta's Program of Activity.

Atlanta, Ga., will not lack racing activity this season. On April 27, Georgia's Memorial Day, the time-honored amateur ten-mile road race will take place. C. D. Buller, the speedy Vailsburg amateur, has gone to Atlanta and is training the riders. The next big event will be a track meet on July 4, when the State championships will be decided. A 100-mile motorcycle race for July 22 is also on tapis.

SAYS "NO" TO WALTHOUR

N. C. A. Refuses Reinstatement and Fines Root—Human Pace to be Favored.

Robert Walthour, the leader of the strike at the Madison Square Garden six-day race in December, now has a splendid opportunity to organize his much-talked-of rival association to down the National Cycling Association.

At the seventh annual meeting of the National Cycling Association, held at the Hotel Bartholdi, New York City, on Tuesday, Walthour's plea that his sentence of suspension for one year be raised, as imposed for quitting the six-day race, was promptly denied. James Moran, of Chelsea, Mass., who was Walthour's first lieutenant in the strike, and who was also suspended for one year, asked that his punishment be changed to a fine, but he, too, shared the fate of the ringleader.

E. F. Root, of Sheepshead Bay, L. I., who "cut capers" at the finish of the Philadelphia meet last week, was found guilty of "reprehensible conduct," and was subjected to a fine of \$25. Root tried to foul Floyd Krebs, of Newark, N. J., in the final sprint for first place at the Philadelphia six-day grind.

Aside from the fact that of the N. C. A.'s refusal to reinstate Walthour and Moran, the most significant feature of the meeting was that the association intends to increase the interest in racing by a return to human pacing by tandems or triplets. The track owners and promoters present at the meeting promised to do all in their power to further this plan.

At the meeting it was decided to restrict American riders to competition in this country during the progress of the Grand Circuit in July and August. A resolution was accordingly agreed upon directing that a communication be sent to the International Cyclists' Union asking that organization to co-operate with the National Cycling Association to bring about the result. If the foreign International Cyclists' Union agrees to this plan, the American organization promises to respect similar restrictions on foreign riders during foreign championship circuits.

Applications for franchises were received from New Haven, Bridgeport and Waterbury, Conn., and favorably acted upon. These cities will be included in the Grand Circuit along with Hartford, Conn.; Charles River Park, Cambridge, Mass.; Revere Beach, Mass.; Vailsburg, N. J.; Manhattan Beach, N. Y.; Paterson, N. J.; Baltimore, and Washington.

The following officers were re-elected: President, A. G. Batchelder, New York City; first vice-president, C. B. Bloemecke, Newark, N. J.; second vice-president, P. T. Powers, Jersey City, N. J.; secretary, R. A. Van Dyke, New York City.

Board of control—R. F. Kelsey, chairman, Boston, Mass.; C. R. Klosterman, Baltimore, Md.; Harry Hartley, Jacksonville, Fla.; C. B. Bloemecke, Newark, N. J.; P. T. Powers,

Jersey City, N. J.; A. G. Batchelder, New York; E. F. Damon, Boston; F. L. Kramer, A. R. C. U.

Board of appeals—Abbott Bassett, chairman, Boston, Mass.; M. L. Bridgman, New York City; S. A. Miles, Chicago, Ill.; Albert Mott, Baltimore, Md.; Walter W. Wilson, Buffalo, N. Y.

Auditing committee—J. Frank Eline, C. B. Bloemcke and R. A. Van Dyke.

The organizations represented at the meeting were: Massachusetts Athletic Association, Cambridge, Mass.; Revere Coliseum, Revere, Mass.; Vailsburg Track, Vailsburg, N. J.; Baltimore Coliseum, Baltimore, Md.; Washington Coliseum, Washington, D. C.; Atlanta Bicycle Stadium, Atlanta, Ga.; Salt Palace Coliseum, Salt Lake City, Utah; Manhattan Beach Cycle Club, New York City; American Racing Cyclists' Union and Century Road Club Association, New York City; Seventh Regiment Athletic Association, Buffalo, N. Y., and Sixty-fifth Regiment Athletic Association, Buffalo, N. Y.

California Starts the Season.

In 29:35 Van McDonald, of Covina, Cal., won the first outdoor race of the year—the ten-mile handicap run on the roads at that place on Washington's Birthday. Frank Florentine, Los Angeles (scratch), won the time prize in 29:23½, fair time, heavy roads and sultry weather considered. Irvine Pearne, of Los Angeles, secured second time and third place, riding the ten miles in 29:35. Third time and second place was won by Joseph Aguayo, of Covina, in 29:46. It was one of a series of races ran on the road that day.

In a one mile open, Joseph Aguayo crossed the tape in the lead with Howard Graham, of Covina, second, and William Long, of Los Angeles, third.

Joseph Aguayo rode across the line first in the two-and-a-half-mile race in 6:02, and Wells Long, of Norwalk, second.

Featuring as the biggest event of the day was the ten-mile motorcycle race. There were four entries and they finished in the following order: H. P. Christofferson, of Los Angeles, first; Samuel Williams, Los Angeles, second; F. M. Bungay, Ocean Park, third. E. E. Overholtzer, of Covina, had carburettor troubles, and failed to finish. Summaries:

Ten miles, handicap—Van McDonald, first place; Frank Florentine, first time; Irving Pearne, second time and third place; Joseph Aguayo, third time and second place. Time, 29:23½.

One mile, open—Joseph Aguayo, first; Howard Graham, second, and William Long, third. Time not taken.

Two and one-half miles, open—Joseph Aguayo, first, and Wells Long, second. Time, 6:02.

Ten miles, motorcycle race—H. P. Christofferson, first; Samuel Williams, second; F. M. Bungay, third. Times, 20:30, 20:45, 20:50.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

CROWD HISSES ROOT

Fouls Krebs, Who Wins Despite Him—Race Itself Aroused Suspicion.

Eddie Root gave what might be termed a "Walthour exhibition" at the finish of the Philadelphia "six day" race at the Second Regiment Armory, that city, last Saturday. Root deliberately tried to foul Krebs in the final one-mile sprint, and then tried to claim an accidental foul, and an uproar resulted. It served, however, to cause the easy-going residents of the Quaker City to forget the listlessness of the closing hours, some of them declaring that it looked more like an exhibition than a genuine contest, while some of the less conservative grumblers actually gave utterance to such expressions as "fake," "fixed," "slower than the B. & O. Railroad" and other characteristic Philadelphia phrases.

Quite naturally the last day drew out a big crowd, and the spectators crowded the grand stand, the arena, and the overflow, lined up around the track, despite the efforts on the parts of one or two upholders of the law, garbed in suits of blue, with helmets "Navarre II" style, the whole arrangement set off by huge rows of "just polished" brass buttons. They acted the parts of armory ornaments to a T.

The crowd around the track was responsible for an accident to Frank J. Cadwell, the Hartford, Conn., rider, that came near ending his career then and there. As he was circling the bowl preparatory to riding the one mile final third place, a small boy darted across the track in front of Caldwell. The latter took a heavy tumble and was carried off the track unconscious. He later returned to his wheel and won the plaudits of the crowd.

When the riders mounted their wheels for the last eight hours of the grind Saturday afternoon, two teams—Krebs and Bedell and Root and Dorlon—were tied for first place; Cadwell-Butler, Bardgett-Lawson and Fogler-Hatfield were even for second place, Munroe-Galvin were third and Turville-Mettling last.

All the afternoon the teams that were tied for second place tried to steal a lap on the leaders, and on several occasions were nearly successful, but a change in partners saved the latter. It was during one of these sprints that Hatfield was thrown and rendered unconscious. He attempted to take the lower bank too soon and a heavy fall was the outcome. He was taken to his dressing room, and in half an hour returned to the track wrapped in countless yards of bandage, and relieved Fogler, his partner.

At 10:30 p. m. the riders were called from the track, and E. F. Root, of Sheepshead Bay, L. I., and Floyd Krebs, of Newark, N. J., straddled their mounts for a one-mile sprint to decide first place. For eight laps the two men loafed, hardly being able

to keep their machines upright, so slowly they circled the track. In the ninth lap, though, something happened to cause the crowd to set up a loud wail of protest and disgust. Root slightly increased his speed, with Krebs hugging his rear tire. As they finished the ninth lap, Krebs jumped into the lead. In front of the judges' stand, a rather risky place for such a trick, Root tried to foul Krebs by riding into his rear wheel. He missed it, however, plunged down the incline and crashed into the railing. Nothing daunted, Root disentangled himself from his wheel and rushed up to the judges' stand and claimed a foul. So deliberate was his attempt to foul Krebs that the judges would not listen to him. Krebs and Bedell were therefore given first place, with Root and Dorlon second.

Cadwell, Bardgett and Fogler, representing the teams tied for second place, rode one mile to decide third, fourth and fifth positions, and finished in the order named.

White and Saunders rode a one-mile motorcycle race, the former winning in 1:25 2-5.

At the finish of the forty-eighth hour the score of the leaders was 904 miles 7 laps.

The following table shows the positions of the riders at the finish of the forty-eight hours:

| | Miles. | Laps. |
|--|--------|-------|
| Krebs and Bedell | 904 | 7 |
| Root and Dorlon..... | 904 | 7 |
| Butler and Cadwell..... | 904 | 6 |
| Lawson and Bardgett..... | 904 | 6 |
| Hatfield and Fogler..... | 904 | 6 |
| Munroe and Galvin..... | 904 | 5 |
| Turville and Mettling..... | 904 | 4 |
| Finish: | | |
| Floyd Krebs and John Bedell..... | 1 | |
| E. F. Root and Oliver Dorlon..... | 2 | |
| Nat Butler and Frank Cadwell..... | 3 | |
| Gussie Lawson and Walter Bardgett..... | 4 | |
| Charles Hatfield and Joseph Fogler..... | 5 | |
| Bennie Munroe and Frank Galvin..... | 6 | |
| Charles Turville and Louis Mettling..... | 7 | |

Motorcycle Road Race for Detroit.

As a "curtain raiser" for the annual Memorial Day road race in Belle Isle Park, Detroit, Mich., a ten-mile motorcycle road race will be run. The Detroit Wheelmen have received the necessary permission, and five or more starters will line up for the event. Several Detroit automobile dealers made a suggestion some time ago that the club run an automobile race in connection with the event, and guaranteed to furnish prizes and enter cars, but this plan was "pooh-poohed" by the cyclists.

Prince to "Invade" Baltimore

From Philadelphia "Jack" Prince will take his saucer track and vaudeville races to Baltimore and there hold sway in the coliseum for six days, beginning March 6.—He has also closed a deal for the horse show building at Richmond, Va., and proposes to give an exhibition there some time in April. Prince will have practically the same camp of sprinters in Richmond as he has had in the other meets. He also has his weather optic on Charleston, S. C., and Atlanta, Ga., as other good places for six-day races.

DAVE'S ELECTRIC MOTORCYCLE

He Made It All Right, But It Never Would Work, Somehow or Other.

"Inventive genius is great stuff, ain't it?" philosophized the lamp salesman. "Some men have it good and proper, and some go through life without a splutter of it. But usually those that have it can't realize it generally until some kind friend with an eye to the main chance is taking up a collection on the strength of their ideas. And those who have no more originality than a duck are quite apt to get a hunch and start in to buy out the Patent Office. Now, there's Edison, for instance; people call him the 'Wizard,' but, as a matter of fact"—here he was interrupted for a space of time, and he must have gone on thinking to himself, for as he set down his glass he resumed, several lines lower down.

"As I was saying, I used to travel a route out through Ohio"—he really did say Ohio—"and on it was a little town, which had more business for its size than anything I ever saw before or since.

"There was a fellow kept a hardware store out there, and I was always hammering at him to take on our stuff, and he never could see it that way. But, anyhow, he had a lad in the store whose name was Dave—Dave—er—well, I've forgotten what all the rest of it was, but he certainly was one of your inventive geniuses if there ever was one. He'd invented more contraptions than man could name; used to stay up nights and fool with a lathe and stuff he had home, and daytime he'd go to sleep standing on one foot and fall off.

"Well, sir, Dave and I got to be quite friendly, and after a bit he took to asking me all sorts of weird questions about this and that, and was terrible mysterious till one day I got him kind of loosened up a bit over at Hoffman's, and he told me he was building an electric motor bicycle. And sir, man dear, that fellow was so overloaded with dizzy ideas he couldn't keep still for a minute. And there couldn't nothing persuade him he wasn't destined to tread the paths of glory and call the Wizard 'Tommy' and all that.

"Yes, sir, he certainly was enthusiastic. All you had to do, he said, was to build a little motor which was small enough to tuck inside the diamond frame, connect it to the driving wheel in some way and sling your batteries somewhere over it, 'And there you are!'

"The worst of these fellers is they always hit up a trail where they don't know the spots, and 'twas just that way with Dave, only you couldn't tell him so, no sirree, not a word. He was all bubbles about the silent running little motor that didn't 'shake you all up and left no stinking trail behind it.' And 'twas foolish to try and turn him around. The only thing was, he was afraid somebody else would ring it on him and steal all the fireworks.

"Probably the only reason they never had," he said, 'was that all the motors were too heavy.' But he had a scheme for that all right; he was going to use aluminum wire instead of copper. 'Twould be almost as good and it would cut the weight down to almost nothing. He was perfectly willing to admit he didn't know much about it, but he had a book that explained it all out, and he surely had the best ever. And about the batteries—he hadn't had time to think much about them yet, but the chief trouble would be about the acid spilling out, so he was going to make 'em somehow just like a dry battery, you know; fill 'em up with sawdust or something like that.

"What's that? Yes. I'll have the same.



NEW YORK BRANCH 214-216 WEST 47TH ST.

"Well, from that time on, whenever I was in town, I used to slip around and see Dave's works, as we used to call his little shop. He'd quit the nail trade by then, and taken up invention as a profession. Incidentally, his wife was taking boarders and looking tired, they told me; but I never used to see her. But anyhow, one day along in January—that was two years ago—I landed in town in a young blizzard, and in course of time went in to see Dave. He was just putting on the finishing touches, and I will say she was a neat looking job, and I began to get enthusiastic right off, in spite of certain ideas I had about the principle of the thing. I don't know much about it myself, you know, but I had taken to asking a few questions myself, and I had a few crude notions about things on my own hook.

"In the first place, he had an old roadster that dated pretty well back, but was still hale and hearty. And his motor was down over the crank hanger, all closed in and looked all right. Dave certainly was a good mechanic, if only his trolley would stay on. She was set lengthwise of the machine, and had a shaft geared onto it and running back to the

rear wheel, just like a chainless. I asked him why he didn't have it on the opposite side from the chain, and he said he meant to, but when he got it done the motor ran just opposite to what he expected and he had to fix it that way. He hadn't had time to fix up his fancy battery yet, so he was trying to make her go with dry cells. He had a dinky little box business hitched to the frame and had it full of little batteries, near a hundred of 'em.

"Well, sir, we got her on a stand, and she certainly would spin round pretty lively, and but for the size of that can of batteries would have looked all right, too. We caught the speed of the motor and figured out her rate of travel. 'Twas close under twenty-five miles. Dave was all excited and got mad when I suggested she might not turn over quite so fast on the road, and said he guessed she'd hit it up all right on the pike, and, of course, you couldn't expect much of her on bad going. Next morning it cleared off, and the 'man and the mote' were out early, But somehow things didn't go off very well, I heard. I wasn't there myself, but plenty of others were, for 'twas a Sunday. And I have an idea they didn't take the thing as seriously as Dave did, and threw it into him pretty hard, for he looked worried and wouldn't talk next time I saw him, except to say she hadn't got power enough for the snow and he guessed those batteries were no good anyhow.

"For over a year he kept at that thing. First 'twas one thing then 'twas another, and he wouldn't let anybody tell him a thing, because the boys had fooled him about the motor one time when he had it in a light circuit and made him burn it out. After that he was his own doctor, and went from bad to worse. He bought an old voltmeter and used to fix up those little batteries until it read the same as it did on the light line, and then he'd go out on the road and try to make her go, and get mad whenever anybody said anything to him.

"Then he got after that storage battery idea and worked all the time, night and day. His hair got long and he took to having arguments with himself and getting all excited when nobody was around. Next it was that somebody was trying to prevent his brains from getting in their good work, and he went gunning for him and they had to put him away. Last I heard of him he was still in a 'preserve' and had queer notions, though he had cooled down some.

"Now, that just goes to prove how foolish some folks are," he continued. "If he had only listened to reason in the first place there were plenty of people who could have told him all about that battery business. But he wouldn't." Then he added, after a pause: "But 'twas too bad he couldn't make the thing go, wasn't it?"

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

Indoor vs. Outdoor Exercise.

"Yes, you can train bicycle riders and get speed results without the fresh air, but it does not alter the fact that training in a stuffy atmosphere, even though speed may be attained, is severely detrimental to a man's constitution," said an old football trainer when asked his opinion of racing and training indoors by a Bicycling World man. "Now, I have been training men for pretty nearly every line of athletics, and when, through the inclement weather, I have been bound to run men through their work in closed gymnasiums it has always been combined with a certain amount of outdoor exercise. You cannot possibly get the same results from exercising them in rooms. If I train a boxer for a bout and he has to go through the training in a closed gymnasium, I always make him take a run of five or ten miles to develop staying power and wind.

"You may make a man, to all appearances, as fit as a fiddle, but he won't be worth a candle if he has no wind. To develop staying power his lungs must be in perfect condition, and the inhaling of foul air soon discolors the pulmonary organs and closes the cells of the lungs. Why is it you see athletes who are taking all kinds of precautions about

what they eat and how long they sleep appearing pale and haggard? The very training they undergo is doing their constitutions more harm than good. Give them a few hours of outdoor exercise daily and the change is wonderful.

"Like everything else, training can be overdone, and, moreover, the study of the individual constitution is necessary. All need the fresh air, but some much more than others. A brisk walk of about an hour or a half hour on a bicycle will put more energy into a man than one who has exerted himself twice as much in some gymnasium. When I say this, remember it is on examples and experience that I base my argument. Take the bicycle racer who has been riding all the winter on a closed track. Look at his face; it is not the color of a healthy man, and yet he could do the same amount of work and feel far more energetic if he walked or rode for an hour or so a day in the open air.

"After riding all the summer the man has double the vigor that he has when he comes out of a winter track. It is not that I condemn racing on these tracks, but racers should combine a certain amount of open air exercise with it.

"As a diet for men who wish to attain the

pink of condition I would recommend rice, very little meat, no potatoes or coffee. The former gives too much work for the digestive organs, and the latter has a tendency to make the mucous membrane more sensitive, and at the same time affects the nerves. Milk as a beverage is good when taken in reasonable quantities. Of course, no alcohol or smoking must be furnished to the man. Seven hours' sleep and a little outdoor exercise every morning before breakfast, which should consist of a glass of warm or cold milk and some cereal. For luncheon some boiled eggs and bread with no butter. Dinner should be eaten about 6:30, and a good steak is permissible, provided sufficient exercise is partaken of during the following day. Rest should be taken between the hours of 10 p. m. and 5 a. m. On arising a cold sponge or rub down should be indulged in, and not a cold bath, as it is too much of a shock to the system."

R. A. Hernandez, a prominent cyclist of Los Angeles, Cal., was injured by being run over by an automobile last week. Hernandez was turning a corner when the front tire of his wheel skidded on the ice. The automobile could not be stopped in time and passed over his legs. The cyclist absolved the automobilists from all blame, as the occurrence was purely an accident.



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The signs are 12 by 15 inches, and an engraver would charge at least ten dollars apiece for them. 1904 certificates will be accepted the same as those of 1903.

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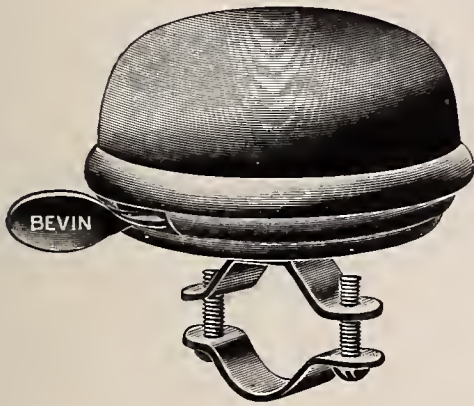
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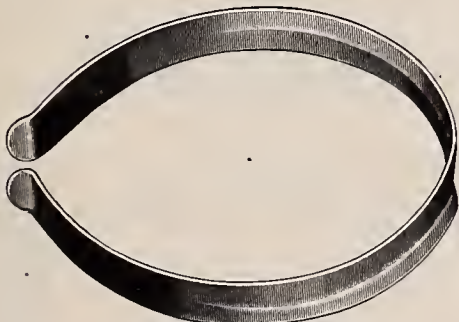
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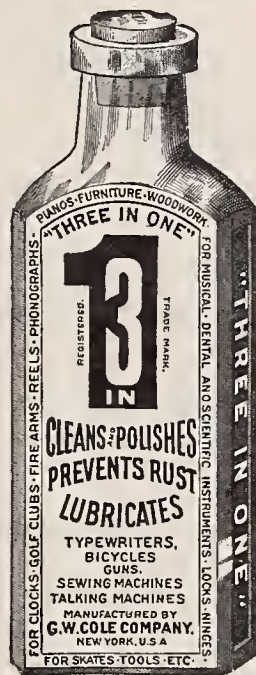
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EASTHAMPTON, CONN.

Ingenious Mileage Reckoner.

From the "other side" comes this formula for reckoning the speed of a bicycle in the absence of milestones or a cyclometer: Divide the gear in inches by $5\frac{1}{2}$, take the result as seconds, and the number of revolutions of the pedals in that number of seconds will give the number of miles per hour.

Club Loses Its Home.

The Beaver Valley Cyclers, of Beaver Valley, Pa., lost their clubroom last Thursday, when the Martsof Building, in which the club had its quarters, was burned. The loss to the club was \$1,500, which was only partially covered by insurance.



Imitations

That's a hard word, but this is a hard world. When an article like "3 in One" makes a tremendous success—regularly doubles its sales—keeps on doubling them—spurious imitations spring up over night. Some die with the noon day sun; others linger till the frost. But "3 in One" flourishes on forever; making more homes and offices brighter and cleaner; making more retailers more profits.

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Tigers Re-elect Gliesman.

Although the enterprising Harry A. Gliesman, of the Tiger Wheelmen, New York, positively refused a renomination to the presidency, yet when the entire body of cyclists said they "would have Gliesman or nobody," that official finally consented to remain in the chair another year. The officers elected were: Vice-president, Christopher Tulp; secretary and treasurer, Charles P. Soulier; corresponding secretary, Henry Van Den Dries; recording secretary, Louis Karsch; captain, David B. Brown; first lieutenant, Fred E. Mommer. H. A. Gliesman, Charles P. Loulier, H. Hintze, Charles Martin, D. B. Brown and L. Lakowski were ap-

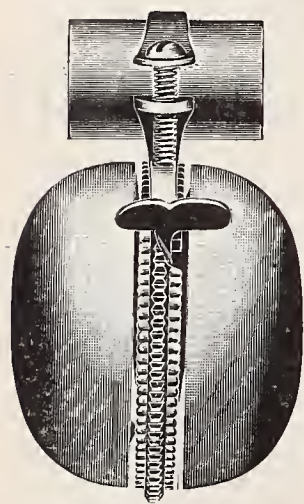
pointed a committee to make arrangements for and conduct the club's annual spring handicap—from Bedford Rest to Valley Stream and return, and the date has been set for Sunday, May 7. It is the aim of the committee to rival, if not surpass the famous Irvington-Milburn race.

In connection with its annual ball to-night the Monitor Cycling Club, Brooklyn, N. Y., will hold a one-mile home trainer contest.

Robl heads the list of German money makers. During 1904 his racing netted him \$10,560. Demke is next, with \$5,765 to his credit.

Will Talk of Carburetters to Club.

"Carburetters" will be the topic at to-night's talk of the New York Motorcycle Club. The subject will be handled by George Breeze, the Newark (N. J.) carburetter maker.

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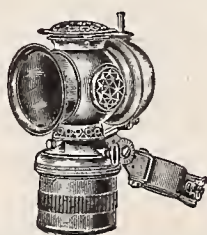
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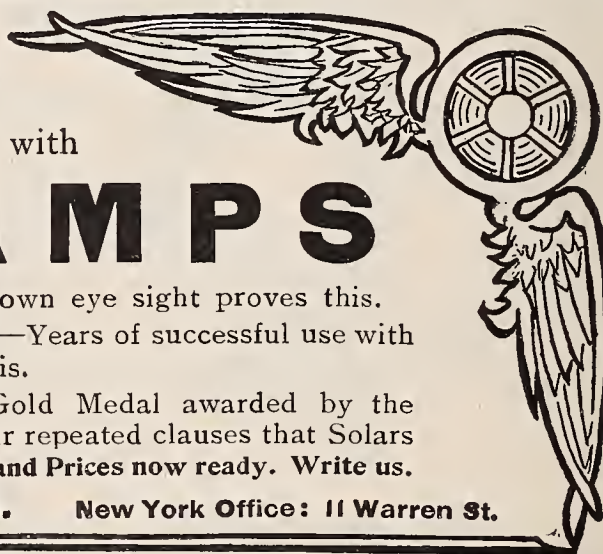
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(Trade Mark, registered April 30, 1895.)

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I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers. or from A. SCHRADER'S SON. Price List and description of parts sent on application.

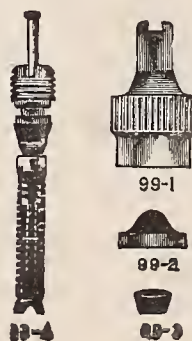
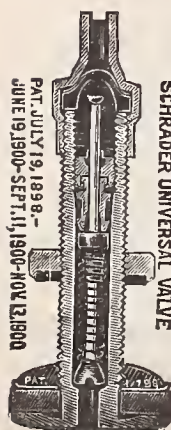
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume L.

New York, U. S. A., Saturday, March 11, 1905.

No. 24

TO CONTROL IGNITION

Syndicate Purchases Old Patent and May Force Royalty on Big Motors.

While there are not very many two cylinder motorcycles made or in use in this country, there are enough of them to cause concern over a so-called basic patent controlling the ignition system of such motors that recently has been unearthed and is to be brought to bear on the motor industry.

The patent in question is No. 433,551, and covers a gas engine. The application was filed December 12, 1887, and the patent was issued August 5, 1890, to Elmer A. Sperry, of Chicago, who later was of the Sperry Battery Co., Cleveland, Ohio.

It is known that it has been passed on and pronounced sound by several patent experts, and that a syndicate has practically negotiated its purchase. As the patent has less than three years of life left in it, if the pool is formed it would appear that the collection of back royalties will be a considerable part of its mission.

The patent, as stated, covers a complete gas engine, the several features of which are, of course, described in detail. That portion of it that refers to the ignition system is as follows:

In a gas engine, two igniters actuated at the expiration of the stroke thereof from a common source oppositely connected to each other and consisting of moving levers internal to the cylinder.

In a gas engine having more than one combustion cylinder, and in combination with the ignition contact interior to each combustion cylinder, a common source of electricity, and multiple arc circuit connections from said source to said igniters.

In a gas engine, the combination, with two igniters, of the generator, spark or self-induction coil, and electrical circuits and moving contact levers interior to the combustion chamber, and consisting of moving levers internal to the cylinder, substantially as and for the purpose specified.

In a gas engine, and in combination with a generator or source of electrical energy, two electrical igniters interior to two combustion cylinders coupled therewith in multiple arc circuit.

In a gas engine, a generator of electricity and multiple arc circuits, in combination with two ignition contacts interior to two combustion chambers, which make and break the electrical circuit alternately.

In a gas engine, the combination of electrical generator circuits, two ignition contacts interiorly disposed to the cylinder and actuating devices whereby the circuit of the greater is alternately completed through first one and then the other of the contacts.

In a gas engine, an igniter actuating part sustaining a sliding frictional contact with the moving parts.

In an igniter for a gas engine, a vibrating lever, in combination with a rod which sustains a sliding or rubbing frictional engagement with the moving portion of said engine and contact part or parts of the rod bearing such a relation to the lever as to provide a small open space or "lost motion" between the lever and the rod.

Parker Enters the Retail Trade.

A. H. Pomeroy, of Hartford, probably the oldest cycle dealer in the State of Connecticut, last week disposed of his business to Harris Parker, by whom it will be continued and enlarged. The change is an uncommon one in that Parker comes from the manufacturing and jobbing fields and is an unusually capable and experienced man. He was for several years the manager of the jobbing firm of C. B. Baker & Co., New York, and after the retirement was engaged in special work for the Standard Spoke & Nipple Co. and its allied industries. In addition to bicycles, rubber goods and sporting goods will be handled.

Exporters Appeal Their Case.

Guiterman, Rosenfeld & Co., the New York export firm, who last week secured a six-cent verdict against the Eclipse Mfg. Co., Elmira, N. Y., for breach of contract, have appealed the case. The suit grew out of failure in 1901 to fill orders for coaster brakes for export, which failure the Eclipse people alleged to be due to changes made in their factory.

Thomas Separates His Interests

The Thomas Auto-Bi Co., Buffalo, N. Y., was last week incorporated under New York laws with a capital stock of \$5,000. It will take over the motorcycle business of the E. R. Thomas Motor Co. The directors are Edwin L. Thomas, W. C. Chadeayne and Charles E. Becker, all of whom have long been identified with the Thomas interests.

TO SAVE THE AGENT

Professed Purpose of New Association Formed in England—The Plans Outlined.

Things appear to be coming to a pretty pass in England. The state of affairs is due not so much to price reductions as to the action of the Rudge-Whitworth Company in cutting loose from the cycle dealers and "attempting to break down the agency system and wipe the retailer off the face of the earth," as it has been described. That concern, as will be recalled, is this year not only selling direct to riders, but is placing bicycles on sale with practically as many merchants as can be found to buy them, regardless of number or nature of their various business.

The upshot of it all was the formation of The Traders Association last month. The meeting was fairly representative and was attended by makers and dealers alike. The purpose was expressed in a resolution which recited that the association is "for the protection of the Sole Agency System, such association being open to all persons and firms 'genuinely and actively' engaged in the cycle or motor trades."

The chief instrument with which it hoped to combat the threatening evil is a form of agency contract, which after much discussion was referred back to the legal advisor, who drew the document, the chief objection appearing to be the definition of an agent.

This contract, which is not without interest to the American trade, is as follows:

Memorandum of Agreement.

made this.....day of....., 190.., between of (hereinafter called the manufacturers) of the one part, and.....of (hereinafter called the agent) of the other part, whereby it is agreed by each of the parties hereto, in consideration of the matters and things to be performed by the others, as follows:

1. The Agent will, during the continuance of this Agreement, use his best endeavors to push the sale in the town of..... and a radius of.....miles from the centre thereof (which town and radius is

hereinafter called "the district") of cycles made by the Manufacturers.

2. The Manufacturers will not supply or sell within the said district, except through or to the Agent, any cycles made by them, and will immediately (upon receipt of any applications and or inquiries for cycles in the said district) inform the agent of the same, and refer such applicants and or inquirers to the Agent.

3. The Manufacturers will supply and the Agent will order, accept delivery of, and pay for at least cycles during the ensuing season (commencing and ending October 30, 190...) at the price mentioned in the second column of the schedule hereto, of such cycles to be ordered on or before the day of next. Machines of standard pattern at date of order to be delivered by the Manufacturers to the Agents within days of receipt of order by the Manufacturers, and those with deviation from standard pattern within a month, unless otherwise mutually agreed. The prices in the second column apply to standard patterns. Deviations to be matter for special quotation.

4. Payment shall be made by the Agent on the 10th of every month, following delivery of goods, subject to a discount of 5 per cent, such right to discount to cease if any account not paid on or before the 18th of such following month.

5. The Agent shall not sell or supply any cycles for re-sale to persons in the cycle trade (other than Agents of the Manufacturers) outside the district, nor to any branch depot of his own outside such district, unless such branch depot is in a district for which the said Agent holds the Manufacturers' agency.

6. The Agent shall not offer for sale or sell any cycles of the Manufacturers at prices lower than those respectively specified in the third column of the said schedule. The Manufacturers, on their part, undertake not to sell retail themselves under the said prices. This condition, however, is only to apply during the currency of the season (as specified in clause 3) in which such machines are supplied.

7. The Manufacturers warrant that all cycles supplied by them to the Agent as regards quality, durability, and workmanship, shall be reasonably fit for fair ordinary usage by the Agent's customers purchasing same.

8. In the event of any breach by either party of any condition herein contained, this agreement may be terminated by the other party giving not less than seven days' notice in writing to determine same. Provided, always, that either party may determine the agreement by giving to the other party three months' notice in writing, terminating on the 31st of October, or the 25th of December.

9. Should this agreement not be terminated as aforesaid, the same shall be treated as renewed for another year, on the same terms in every respect (except as to the

price and description of machine mentioned in the schedule), and so on from year to year until such termination. In the event of this agreement continuing as aforesaid, the description of the machines and the prices shall be settled by agreement between the parties in the month of January in each year. If, however, the parties come to no agreement as to such description and prices by January 1 in any such year, then such prices and description shall be settled by arbitration under clause 10 of this agreement.

10. Any dispute arising under this agreement or the transactions contemplated hereby shall be settled by the arbitration of one arbitrator. Such arbitrator to be agreed upon between the parties, or in the event of no arbitrator being agreed upon, then such arbitrator shall be nominated in accordance with the Arbitration Act, 1889.

The Manufacturers on their part undertake to enter into agreements similar to this with all their Agents.

The word "Agents" used in this agreement shall not be deemed to confer on the Agent any greater powers or cast upon the Manufacturers any greater liability than hereinbefore defined.

The schedule above referred to:

| Description of Machine. | Column 2. | Column 3. |
|-------------------------|------------------|-----------------------|
| | Price to Agents. | Lowest Selling Price. |

Badger "After" German "Pirates."

In Germany the manufacturers find it much easier to imitate than to create, and always they have had a predilection for counterfeiting American wares, their patent laws fostering such practices. The extent to which this "piracy" is carried is sufficient to stagger the American cyclist familiar with the productions of his country.

There is scarcely a saleable sundry, bell, lamp, wrench or toe clip that the Germans have not counterfeited. The Solar lamp naturally is of the number. In the words of L. J. Keck, the Eastern manager for the Badger Brass Mfg. Co., "they have copied it, even to the wick." While they are helpless in Germany, the Solar people have never lost an opportunity to combat the pirates at every opportunity. Once the counterfeiters sold some of their spurious lamps in France, where the Solar is patented, and instantly the goods were pounced upon and seized and the Badger Brass Mfg. Co. awarded substantial damages.

This week Keck received word that the Germans had invaded Belgium with their "green goods," and as the Solar is patented in that country also the legal mill has commenced to grind and there is more trouble in store for the imitators.

"Improving" the Pneumatic Tire.

Pneumatic tires as a subject on which inventive genius is fond of frittering away its gray matter in endless attempts to better it, are rapidly approaching the pinnacle of fame

so long held by the non-refillable bottle in the patent records. The passing of every week brings forth a new crop, the majority of which appear unheralded and go down to oblivion unmourned.

One of the latest to claim attention in England presents a novel combination worthy of passing note. Probably no better description of it can be given than the inventor's claim as spread on the record:

"The proof canvas strip which is wound round and round about the inner or air tube is perforated at certain distances apart, or the substance thereof is opened out at corresponding distances apart so as to form openings or perforations, but preferably without severing the threads of the fabric. In these perforations are inserted the studs, which may be constructed of solid steel; a cushion of India rubber or other elastic material being provided for enabling the stud to yield when passing over inequalities in the road or other surface, or from other causes. Instead of inserting the studs directly in the rubber cushion, a sleeve or socket of steel or other suitable metal, having a flange, may be imbedded in the rubber or other elastic cushion; a taper or wedge-shaped hole being formed in the said sleeve for the reception of the stud, which latter is driven in after the manner of a wedge. The studs may be of square or other desired shape in transverse section. According to this arrangement, the effect upon the completion of vulcanization is that the cushion, sleeve and tire constitute one complete mass. The stud or wedge is adapted to project slightly beyond the general surface of the tread, and when the tire touches the ground, the resulting action is that the stud or wedge, together with the sleeve (if used), springs back to a certain extent, owing to the action of the elastic or yielding cushion. The latter, however, still exerts a pressure upon the stud or wedge sufficient to enable it to penetrate any mud or layers of slime or dirt with which the road surface may be coated, and prevents the dangerous effect of skidding."

To judge from the arrangement shown in the patentee's sketch, this tire has never undergone an actual test for the tapering steel studs or wedges which project beyond the tread have nothing between them and the air tube. Whether well inflated or not, every bump on the road will tend to drive these studs directly into the air tube, and when deflated through the rim. In short, the theory of the invention is, to all appearances, a most excellent automatic puncture provider.

Parker Goes With Fisk.

Burton Parker has been appointed manager of the Fisk Rubber Co.'s newly organized advertising department. He formerly occupied a similar position with the Hartford Rubber Works Co.

Following the establishment of a branch in Cleveland, Ohio, the G & J Tire Co. have set up a depot in Boston, Mass. It will, of course, do much to facilitate their business in New England.

TONIC VALUE OF BICYCLE

One of Life's Pleasurable Adjuncts—A Key to all Outdoors; a Key to Health.

In any argument, the burden of proof rests not so much on the skill and finish of the text, as on the applicability of the tenet and its fundamental appeal to the reason. The mode of expression amounts to but little so long as the basis is rational and the deduction obvious.

Now for a bit of trite axiom. "That a chain is no stronger than its weakest link," has been taught the schoolboy for centuries; and he has nodded his head in wise approval, for he can see the argument at once. But as he grows older, he again and again goes back on the sagery of his youth, and neglects to apply the principle. Its wisdom he sees. When the inevitable occurs, he acquiesces, but he fails to see in time. The link would not fail if it were strengthened or replaced in due season.

"Some other link would fail then," the cynic says; but no, for the principle applies to all the factors as well as to the one, and but for the feasibility of the human structure, the unaccountableness of outside causes governed by circumstance, the mechanism would last forever.

The human body is a most delicate machine, wonderfully automatic and self-regulating. But, like any other machine, it is subject to abuse. Like the overloaded chain, the limit of endurance may be reached at any time, and may result from an excessive temporary strain, or a lesser stress of long duration, the yielding must come, however, and always, inexorably, in the weakest spot.

True, one may argue that in the human engine, not all the links are subjected to the same load, that the little finger need not be as stout as the index; that the power of resistance against infection of a well protected organ need not be so great as that of one whose position is more exposed; but the rating is only relative, it is measured in accordance with the normal load which it must sustain, taking into account a certain factor of safety, and is a comparative value, not absolute in any but its local application.

All this implies a most complicated system of inspection and renewal if one would be perfect. It involves a thorough knowledge of the machine and its needs, and an ability to give up everything else and devote one's whole self to the process of repair; which is an impossibility to the average person. But here is the wonderful value of nature's self-regulation. She cares for herself, feeds, controls, regulates and repairs all the functions without external aid—if permitted to do so. The mechanic with his M. D. certificate, is only needed when unwonted exertion, or continued abuse, wilful or otherwise, has so weakened the whole machine, loosened the joints, and weakened

the links, that the good old dame is powerless to help herself.

This is rationality, but it lies close to the border of unreason, which is the basis of many a false doctrine. The root of it is simply this: Give the body normal food; normal thought for the brain, normal air for the lungs, normal solid and liquid substance for the alimentary organs. The rate of exchange is just as fixed, and as just, too, as is the exchange of labor for specie. But if the exigencies of daily life do not permit of such a thing. If one must sit in an office and think all day, eat impure food and live in crowded, stuffy quarters, nature cannot be expected to return good for evil. The inevitable result must be expected. What to do? is asked again and again, and the answer is simply this: balance one excess with another, if you will. For a long mental strain in a close room, exchange a period of rest, in a way it need not be so long if it be more strenuous; a period in which the mind thinks of new things, the body is actively, aye fiercely, busy, and all the while the lungs are being fed on good, clear air, the skin relieved by its exhilarating flush, and the whole system feeding on nature's unaltered food. Here is a very old doctrine, which none but faddists and eccentric persons have ever lived up to wholly. But they die because of the sins of their fathers.

A modern invented a machine which served better in the process of renewal than any appliance before or since. Some used it to excess and suffered, some used it not enough or not soon enough and became skeptical, some used it in moderation and found it good. It grew and prospered and became a fad. Then another modern invented a substitute which better suited the slothful, and it became a fad. The commonness of the other and the fact that it was no longer new caused some to drop away from it. But does that affect its specific value? Not a whit. The bicycle is to-day as it has been since its development made it practicable, a useful, pleasurable adjunct to life, a key to all out of doors, and a key to health.

Over a Bluff and Lives.

Riding a bicycle over an embankment 200 feet high is not an everyday occurrence, and those who meet with such mishaps do not always live to tell the tale. Yet N. P. Ball, a Pueblo (Col.) cyclist, had this experience on Thursday of last week. He was riding on the viaduct on Fourth street, when in attempting to avoid a collision with another rider he lost control of his machine, and both rider and wheel plunged over the bluff, 200 feet high. A streetcar was passing at the time, and the passengers expected to find the rider crushed beyond recognition. When they reached the base of the cliff the unphased cyclist was calmly brushing the dirt from his clothes and smiling as if nothing had happened.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

REMEDY FOR EYE TROUBLE

Unexpected Advice which a Patient Received from an Eminent N. Y. Oculist.

Of all the men who minister to human ills, the oculist probably is the last one whom the average person would select to prescribe a bicycle as a remedy for the particular ills to which his profession inclines him. That riding a bicycle could in any way affect the eyes for better or worse seems a far cry, and yet only last week that really was the remedy advised by a noted oculist of New York.

It was to John F. Alvord, president of the Standard Spoke & Nipple Co. and of the Excelsior Needle Co., and one of the "big men" of the famed Naugatuck Valley in Connecticut, that the prescription was given.

For some time Mr. Alvord's eyes have been bothering him. They seemed steadily to grow worse, and when in New York last week he made it a part of his mission to consult an eminent Fifth avenue oculist. The doctor duly put the Connecticut manufacturer to all those searching tests to which oculists are given. When they were completed he gave Mr. Alvord unexpected advice.

"Organically there is nothing whatever the matter with your eyes," he said, and frankly added, "I could drop a lot of liquid stuff into them, and as it probably would do you no good I can only prescribe the most obvious remedy: Wear glasses for a while. They will afford you some relief, but as a matter of fact the trouble is not with your eyes. It arises from a run-down physical condition, and if you want the best remedy for that state of health, buy a bicycle and ride it."

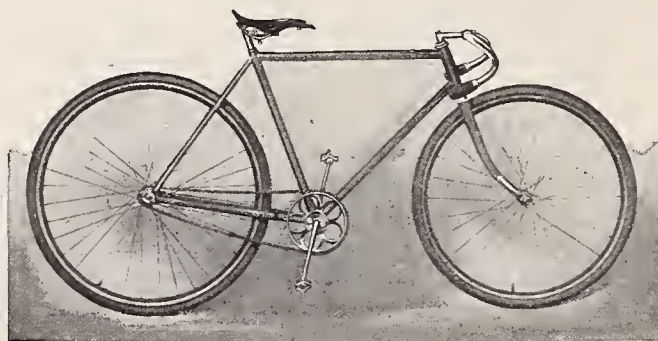
The advice was so unexpected that Mr. Alvord admits he smiled unconsciously. The oculist was quick to notice it.

"I mean it," he said, earnestly. "I know that the bicycle is no longer fashionable, but that does not affect its benefits. It's the best thing for what's the matter with half of mankind, and if they but realized it, most of those who dropped it at the behest of fashion, dropped the very tonic that they most require. I know. I practice what I preach. I ride a bicycle and ride it regularly and rationally, and though I am sometimes derided for doing so, it does not affect my use of it a particle. I know the physical benefits it confers. If you would have your eyes cease bothering you, I say again and in all seriousness, ride a bicycle."

To Keep the Burner Open.

The more or less frequent choking of the needlelike opening of the acetylene burner has been productive of an ingenious accessory, designed as a remedy and now being placed on the British market. It is nothing more or less than an inch-long piece of brass tubing, screw threaded at both ends, so as to be readily fitted to the ordinary tire pump and to the burner. A stroke or two of the former is said to be sufficient to remove any obstructions.

**WHAT YOU GET FOR YOUR
MONEY IS AS IMPORTANT
AS THE AMOUNT YOU
PAY.**



More good practical improvements **OF VALUE TO THE RIDER** than in any other bicycle made—Our old customers know it—Our new customers soon find it out.

Get our catalog and ask for agency proposition, if we are not represented in your vicinity.

NATIONAL CYCLE MFG. CO.,

BAY CITY, MICH., U. S. A.

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts of names by all sorts of people at all sorts of prices. The makers were ashamed to put their own names on them. There are lots of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave.

Chicago, 1251 Michigan Ave.

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 893 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
MONTREAL, CANADA.

ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

LONDON, ENGLAND.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 11, 1905.

"Keep pushing ever upward,
Work with smile and not with frown;
It takes a live fish to go up stream,
Any dead one can float down."

Dealers' Opportunities.

While the average dealer realizes that about this time of each year it is necessary that he issue a letter of some sort or in some other way make an effort to obtain a share of the overhauling and replacement trade, it is reasonably safe to say that not one in a hundred makes the most of the opportunity afforded.

The old wheel is brought into his shop and the dealer is instructed to "overhaul it thoroughly" or merely to cement the tires or a loose grip or replace a broken spoke. He names his price, makes out his repair tag, performs the allotted task, and in season delivers the goods and receives his money.

The idea of suggesting or seeking to convince the owner that a more pretentious and more profitable overhauling or refitment occasionally occurs to some dealer, but, generally speaking, it is so rare as to excite comment, while an attempt to interest the visitor in a new bicycle or in newer and better accessories than the old bicycle may

be fitted with is, if anything, even less frequent.

It is inappreciation of the fact that half the mission of advertising and of all other forms of merchandising effort is to get in touch with possible purchasers—to, if possible, attract them into the merchant's store. After that all depends on salesmanship—the ability to show goods and to talk of them interestingly and convincingly. Inappreciation of these facts has long been a failing of too many of those engaged in the bicycle business.

It should be almost unnecessary to say that no man who brings an old wheel into a shop should be permitted to escape without an effort being made to sell him a new one—not a direct, slapdash, but a gentle, diplomatic, lead-the-horse-to-water sort of an effort. If it is found that a new bicycle is beyond the caller, it is simple and easy to expiate on the superior virtues of newer and better tires, of coaster brakes, of more comfortable saddles and the like, while few are so poor or so phlegmatic as not to be interested in lamps, bells, toeclips or telescopic lamps. We know one dealer who last year made a specialty of bringing the latter to the notice of all callers, and it was the exception and not the rule when he failed to make a sale; and yet, strange to say, this same man never took the address of a single person who brought in a repair job. Once they left his shop they were lost to him. The idea of reaching them with a letter at the beginning of another season or at any other time never occurred to him.

There are opportunities, large and small, in all businesses. It is for the merchant to recognize them when they present themselves, and to make the most of them. The next sixty days will be full of opportunities for the man in the cycle trade.

Taking Care of the Chain.

Apart from the cleaning side of the proposition, "taking care" of a bicycle means scarcely more than one thing—giving attention to the chain. Of course, lubrication is necessary, but the amount required by good ball bearings is seldom an item that gives the average rider overmuch concern. There's many a wheel that never knows an oil can until it begins to complain.

But of all the parts it must be patent to he who rides that of the entire mechanism the chain is the most vital element, and that it is so situated as to be compelled to perform its work under the most adverse circum-

stances. It is exposed to the grinding action of mud and grit, and conditions are such that proper lubrication is a difficult matter. If lubricant is too freely applied it only serves to collect dust, and very soon becomes a destructive agent rather than a preventive of wear. On the other hand, lack of lubrication is almost as bad, for rusting between the parts is apt to set in and the resulting injury be almost as great.

Time was when the crank hanger and the hubs as well, but particularly the former, were points to which constant attention had perforce to be directed if disaster growing out of loosened cones and lost balls was to be averted. Nowadays, once adjusted in this respect, means there to stay for the season; nor is there any longer fear of grit and dirt finding its way in and playing havoc as of old. In consequence everything centres on the chain, and as the gear case was always considered an unsightly and awkward appearing superfluity in this country, regardless of its actual avoiddupois or the protection afforded, this vital part is the only one exposed.

It is unnecessary to recall the half-inch wide crudities—some, on cheap wheels, with cast iron links—that made the rider's life a burden to him in the earliest days of the safety. Take the up to date chain—a work of art of which the chainmaker may well be proud—and it must be looked after in order to do its work well. In addition to a rub off with a greasy rag after a ride, there is probably no better method of preventing wear than an occasional bath of kerosene, particularly after it has been subjected to the influence of mud and water for any length of time. The result of an hour's soaking will be a surprise to those who have never tried this simple expedient—the amount of dirt removed is amazing. Before removing from the bath it is well to use a small stiff bristled brush, such as is made for cleaning typewriters, and assist the grit removing process by a use of this on the joints.

If it be of the self-oiling type, the cleaning should be followed, after it is well dried, by a second bath, this time in good lubricating oil, in which it should be allowed to remain until the absorbent has taken up enough of the lubricant, and this in turn should be followed by a thorough wiping off to remove any excess. If not of this type, it may be immersed in a bath of melted tallow and graphite mixed quite thick, and left therein until the mixture solidifies, when the excess should be wiped off. Or a light coating of

MEANING OF HORSE POWER

Some Common Questions Answered—Just What the Term Does Imply.

stick graphite may be given to complete the process, but this does not reach the joints as effectively, as the former method impregnates all the bearings of the chain with a good lubricant which stays in place and prevents mud from working in between the wearing surfaces. It is just as well not to attempt to make the compound at home, as it can readily be procured and requires only heating to become liquid.

A chain to which such treatment has been accorded two or three times in the course of a season will not only be free from the wear and tear incident to grit working into it, but the difference in the running qualities of the wheel will more than compensate for the trouble involved, while an occasional removal from the sprockets affords an opportunity for close inspection of each individual link that may be instrumental in warding off a breakdown when far away from "facilities."

Another matter of importance in the care of a chain is to maintain it at the proper tension. Too great a tension not only increases the wear between the various parts of the chain itself and between the chain and sprockets, but also causes a greater loss in the transmission of the power and greater wear in the sprocket bearings. A slack chain is, on the other hand, likely to climb the sprocket or to jump off under sudden shocks. A chain is properly adjusted when only the under side shows a slight sag—just enough to relieve the bearings of any strain when not under way.

It must further be borne in mind that as a chain wears its "pitch" varies, and in time a tendency to ride the teeth of the sprocket may develop. This increase of "pitch" increases the amount of wear on the sprocket teeth, and should a chain show signs of being badly worn it will be better to replace it before the sprockets give evidence of its evil effect. If delayed too long the sprocket teeth will have suffered to an extent where a duplicate of the old chain will not fit well and cannot be made to run quietly.

But this is not the only reason why a chain will develop a tendency to jump the sprockets continually. Should this happen suddenly several times in succession, the rear hub adjustment should be looked to, as it is an indication of faulty alignment. This may readily be seen by standing behind the wheel and glancing over the two sprockets. Should the adjustment in question not remedy the difficulty, look at the front sprocket carefully; it may have suffered from a fall and be slightly bent.

Probably the one feature of the motorcycle that tends to puzzle and confuse the would-be purchaser who is anxious to bestride a means of locomotion, which, as the Celt has it, will allow him to "run away sitting down," is horsepower. Take such an intending buyer at random from the ranks of the uninitiated and he is neither a mechanic, a mathematical genius nor a mind reader—just an average every day man and before his intended acquisition of something that works without producing perspiration, the accurate definition of the term horsepower never caused him to miss his beauty sleep.

His first and most natural question is, "Well, what is a horsepower, anyway; what amount of work does it represent?" The explanation invariably forthcoming is the 33,000 foot-pounds-a-minute equation, which by this time is entitled to a niche along with the other venerables like the Havana cigar. The horse must have degenerated since the day of Watt who originated the formula. As an explanation it conveys about as much to the mind of the tyro as the statement that the "infinitesimal interim is the culmination of psychical research," would.

"Oh, I thought it had something to do with a horse," is an average reply. "Can a three horsepower engine do as much work as three horses?"

"Why, of course, more," chips in the salesman; "because it never gets tired."

"Well, then what the deuce do I want with an engine that can do the work of three horses, on a bicycle. It doesn't take three horses or one, for that matter, to pull a man on a wheel when it breaks down, even over fair grades; one man could do it."

"An excess of power is necessary to take you over steep hills, the 'factor of safety,' we call it," and here the salesman begins to get beyond his depth.

"Then why do motorcycles that are rated at less than two horsepower go along just as well and often better than those that the makers claim have 3½-4. What does that mean, anyway; aren't they sure how much it will give?"

"Oh, yes, we know exactly what the engine will develop; that means at different speeds; you see horsepower depends upon the speed a great deal. You get three to three and a half running slowly and more than that the faster your engine runs."

"At that your motorcycle ought to have 'em all beaten to a pulp when it comes to racing, but I notice some of the little fellows seem to score."

"Yes, sometimes, but it's a good deal a matter of luck, you know."

In this connection it must be remembered that horsepower in the engine and horsepower applied at the hub of the rear wheel

are miles apart—there's many a slip between driver and driven. And it must further be borne in mind that there are various kinds of horsepower—indicated, what the engine should give according to its dimensions, speed and compression—a relatively high figure—brake, the force actually delivered at the crank shaft as recorded by a dynamometer—usually a rather minus quantity, by comparison with its forerunner, and catalogue horsepower, the result of a dream intended only for publication and to catch come-ons.

Twenty miles an hour over an average road is not a prohibitive speed for a well trained rider to maintain, but few seemingly have ever broached the question of what a man power amounts to. In the case of the professional strong man this undoubtedly exceeds the theoretical horsepower, and the average citizen is probably able to exert a force equivalent to half of that represented by this unit for short periods, particularly when it is directed against the pedals of a bicycle.

Taking this as a basis upon which to figure what the maximum power a motorcycle engine should develop, allowing for loss in transmission and a good margin as a factor of safety, it will readily be evident that without an increase in weight an efficient motor of but a fraction of a horsepower should serve equally well as a means of propulsion as human strength. But the best motorcycles of the present day scale over a hundredweight or more than four times the weight of the ordinary wheel. However, the power necessary to propel a certain weight increases all out of proportion as the latter is added to. For instance, it is a popular fallacy with the uninformed that if one horsepower is sufficient to propel a certain weight at a speed of ten miles an hour two horsepower will give double that and so on in proportion, whereas in truth doubling the power frequently results in an increase in speed not exceeding twenty per cent or less. This has been very effectively demonstrated abroad within the past few months by the experiments made with four-cylindered motorcycles. To quote the builder of one of the latter:

"I next made a machine having cylinders 2½ inches in diameter and, singularly enough, with the same gear, this machine proved little or no faster than the smaller one, although probably nearly double the power. I was considerably surprised at this, but having built numerous machines and tested them against each other, I failed to alter the conditions in any way, although the hill-climbing capacity of the two was not to be compared. The one with the large cylinders would take hills with the greatest ease which the smaller one would fail to negotiate."

Here, of course, is where reserve power is most needed, in surmounting hills, and there is no better and simpler test not only to make sure the motor has sufficient power but that too much of it is not wasted before it reaches the rear wheel. Our English friend could, of course, have obtained more speed by altering the ratio of his gear, but high speed is not half as essential as ability to get there, especially when the latter means the other side of a succession of long climbs. In short, when choosing a motorcycle, don't be so particular about how much power the engine develops as how well it is applied to the work in hand and a few stiff hills and bad roads will prove this better than all the talk a salesman can generate, even under high pressure.

BLOCKED PICKPOCKET BILL

**New Jersey Measure Practically Killed—
Motorcyclists do some Effective Work.**

It is fairly safe to say that Assemblyman Scovel's effort to pick \$5 out of the pockets of all motorists who use the public roads of New Jersey, and which would place them at the mercy of every crossroads constable, will fail of its purpose. The automobilists deluged the Governor with protests and requests to veto the message if it reached him, while the motorcyclists, through the F. A. M., similarly flooded the members of both houses of the Legislature.

It is safe to say that never before were the motorcyclists so thoroughly aroused. This convinced the Legislature that they had their eyes open, and that they did not intend to be trod on without strenuous protest.

The public hearing of the amendment was held on Tuesday last, at which time the Capitol at Trenton was literally invaded by motorists from all parts of the State.

H. L. Marsh, vice-president of the Eastern District of the F. A. M., represented that organization, and also acted for the North Jersey Motorcycle Club, of Hackensack, of which he is also president.

While the automobilists speechified at great length, Marsh said never a word—that is, in the nature of an address. He, however, did a great deal of quiet work that served to even better purpose, and, as he had several Senators and Assemblymen at his elbow, he did not lack for support of the right kind.

The hearing practically sealed the fate of the bill, as there is small chance that it will ever be reported favorably. It is probable that, in its present shape, it will be permitted to die in committee.

The automobilists were so tender and so fearful that the F. A. M. did not press its efforts to have motorcycles exempted from the measure. The former appeared to think that the effort might lead to their undoing. It is quite probable, however, that after the present amendments are reported unfavorably, and the automobilists are thus secured, the motorcycle supporters in the legislature "get busy" and introduce a new and separate amendment wholly exempting road rollers and motorcycles from the operation of the law.

C. R. C. A. to Open Season.

The first run of the year is to be held jointly by the New York and New Jersey State division of the Century Road Club of America, Sunday, April 9. It is to be a revival run, and it is hoped those members of the association who have had their bicycles in storage all winter will get them out, brush the dust off, oil them well, and meet at the club room at 475 Lafayette avenue, Brooklyn, N. Y., at 8 A. M., and ride in the revival.

The run will be captained by State Centurion Campbell. The informal century runs will be held every Sunday, beginning with April.

Queer Arguments Against Lamps.

With that perversity that is difficult to understand the cyclists in Rhode Island are opposing the proposed legislation requiring that each bicycle shall carry a lighted lamp during the hours of darkness when ridden on the highways of the State. The act was introduced by Assemblyman Kane, of Narragansett, by request of many automobilists and horsemen in the State, and a public hearing was given on it by the House Committee on Judiciary, to which it had been referred.

There was vigorous opposition to the bill at the hearing, led chiefly by President Cooke of the League of American Wheelmen. The objection in one case was that the bill picked out bicyclists only and ignored all other rubber tired vehicles.

All of Rhode Island's cyclists have united and presented a petition to the committee, asking that the recommendation of that body be against the measure.

One of the principal and amusing and far fetched objections that is made to the proposed act by the bicyclists is that in many cases it will interfere with the storing of machines when not in use. The cyclist of the present day has ceased, it is stated in the petition, to be the rider for "pleasure pure and simple." Nowadays the "silent steed" is utilized generally to make quick passage to and from the place of employment, and in many offices and buildings, it is claimed, the insurance laws would bar the presence of bicycles with oil or acetylene lamps.

No Prince Show in Baltimore.

Although "Jack" Prince advertised a six-day race for Baltimore, Md., beginning Monday, March 6, the project seems to have fallen through. It is little wonder, as the Coliseum, in which it was to have been held, is exposed on all four sides to the weather. It is hardly likely that the riders, with nothing on but light racing suits, could have stood the exposure for any great while, even if they tried it.

From Richmond, Va., comes the news that Prince is there building a track in the horse show building. He proposes to give a six-day exhibition, beginning March 20. Two and one-half hours' racing will comprise each night's entertainment.

Practically the same coterie of riders that comprised his camp in Philadelphia will compete.

Celebrated its Twenty-sixth Anniversary.

The twenty-sixth anniversary of the Detroit Wheelmen was celebrated Tuesday night of last week. It took the form of a banquet and masquerade ball. A departure this year from the time-honored custom consisted of admitting the public to the fete. Heretofore it has been exclusively for members.

KRAMER SAILS FOR FRANCE

**Champion Finally Departs and in Fine
Condition—Will be Kept Busy.**

With a hearty "bon voyage" from a host of friends, Frank L. Kramer, the national speed champion, on Tuesday sailed on the Kaiser Wilhelm der Grosse, for a three months' trip to the racing centres of Europe.

Carefully tucked away in an inside pocket, Kramer carried with him a contract with Beyer & Coquelle, the Parisian race promoters, calling for seventeen races at different points in France, Germany and Italy, on terms which are considered to be as liberal as have ever been received by any American rider. Starting in on April 9, Kramer will ride in successive meets until June 30, when he will set sail for home. Among the more important races in which he will ride are the Grand Prix of Paris, and the world's championship, both of which are to be decided at the Buffalo Velodrome track in Paris.

Since last fall Kramer has religiously trained himself for this campaign, and he says that he is in the best physical condition of his career. This is also voiced by his trainer, "Jack" Neville, who accompanies him. After a winter of preliminary preparation the champion is "cherry ripe." He tips the beam at exactly 178 pounds, and does not appear to carry one ounce of superfluous flesh.

Naturally Kramer expressed confidence in his ability to win most of the races in which he will compete, and said he looked forward with much interest to the Grand Prix and the world's championship events which are to be held the latter part of June. Last year Iver Lawson won both of these celebrated races and for that fact alone Kramer is doubly anxious for success.

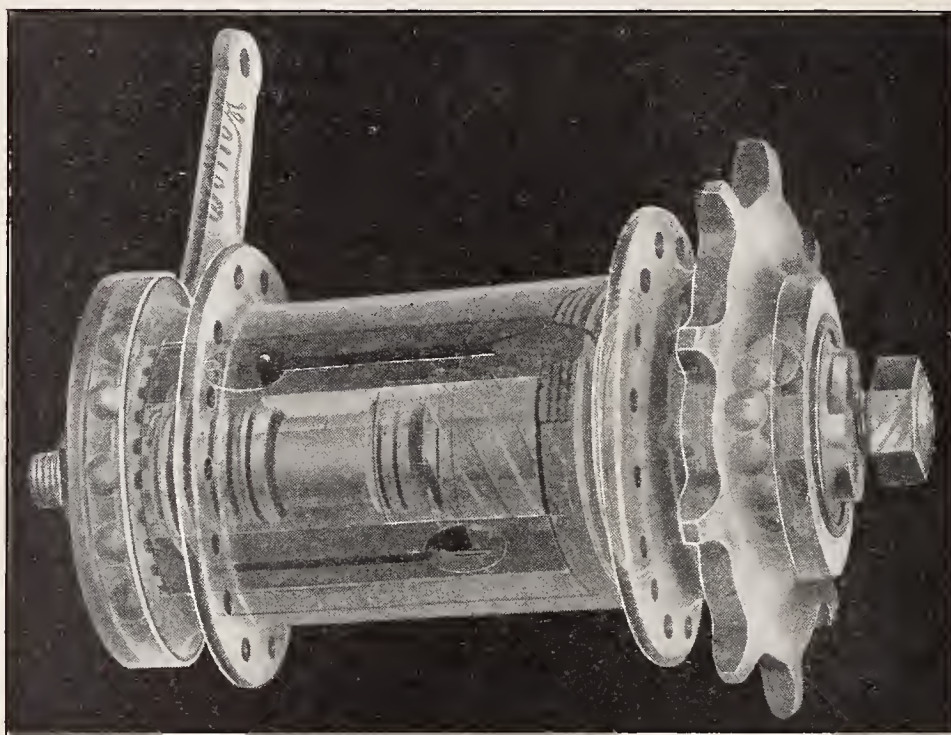
Arriving in Paris, Kramer will immediately begin light training on the Buffalo Velodrome track. In this way he will gradually work off his sea legs. Three weeks of assiduous work should put him in shape for his first race, which takes place April 9. This will be a match against Friol. The American ought not to have any difficulty in repeating his performance of December in the New-York Madison Square Garden, i. e., beating the Frenchman to a standstill. Later Kramer will tackle Jacquelin, Perriot and several other of the topnotch pedal pushers of the other side.

Rutt and Ellegaard, who are at present in Australia, are expected back before Kramer's season closes, and the latter will, in all likelihood, be pitted against them. Iver Lawson and Floyd McFarland, who have been "doing things" in the Antipodes, are looked for in Europe upon their return, and with W. S. Fern and Menns Bedell, who are already there, a grand battle royal of the bicycle kings is expected.

The climax will, in all probability, be reached in the Grand Prix and the world's championship meets. Kramer will be back in America in time to start in the grand circuit, which begins July 10.

NOW'S THE TIME

when the enterprising dealer makes his bid for the "Spring overhauling" of old bicycles and for bringing them up to date by fitting them with Coaster Brakes.



IT'S EASY

if the dealer "talks MORROW."
Everybody knows the MORROW
and trusts it.

"We shall continue, as we have in the past, to recommend the MORROW as the best. It just can't be beat."—DECKER & SON, Brazil, Ind.

ECLIPSE MACHINE COMPANY,
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STIR IN THE ARMORY

Buffalo "Strike" Creates an Unusual Situation, but Good Racing Follows.

For a time it looked as though the bicycle races arranged to be run last Friday night at the Sixty-fifth Regiment Armory, Buffalo, N. Y., would have to be called off. The trouble was the direct result of the bitter war pending between the Buffalo Racing Cyclists' Union and the Seventy-fourth Regiment Association. The races were scheduled to start at 8:15 o'clock sharp, and when the hands of the clock pointed 8:45 the crowd grew fretful. Many wondered and some guessed the cause of the delay when an official announced: "Gurney Schue, R. S. Lewis, R. J. Hoover and J. S. Baker will not ride to-night." The men, it will be remembered, were suspended and fined by the National Cycling Association because of their refusal to compete in races after having formally entered.

Thursday Dave H. Lewis, the Buffalo representative of the National Cycling Association, received a telegram from R. F. Kelsey, chairman of the N. C. A. Board of Control, in which it was stated that if the Seventy-fourth Regiment would withdraw its objections the suspended men would be permitted to ride. Thus it was "up to the officials" of the Seventy-fourth to kill the night's sport or not, as they saw fit, and they chose to do the former. The conditions imposed by the Seventy-fourth Regiment were set forth in the following communication from C. G. Wolf, president of the Seventy-fourth Regiment Athletic Association, received by Lewis just before the races started:

"Pursuant to our telephone conversation this afternoon, the Seventy-fourth Regiment A. A. will waive its complaint against the suspended riders only on condition that you deliver to us an agreement signed by all riders concerned that they drop the boycott on us, and compete at our future games under same conditions as games of January 21st and February 25, 1905.

"In case of their failure to agree to these conditions, we must insist on latest sentence imposed upon them at the annual meeting of the N. C. A. being carried out."

The members of the union refused to comply with these terms, and were not permitted to ride. All went well until "All out for the two-mile handicap" was called. The other men took their places on the track. As though their action was a signal, the crowd hooted and hissed the riders for not standing by the suspended men. Apparently disgusted with themselves, the men dismounted and dropped their machines. They flatly refused to ride until the suspended riders, who were present, persuaded them to return to the track.

After a while the riders lined up for the first heat of the two-mile handicap. It was uninteresting, although fairly good time was made, for a flat armory track. Charles Mc-

Cracken (45 yards) rode over the tape first, and H. W. Willyoung (140 yards) was hugging his rear tire closely at the finish. W. E. Bauman (90 yards) was third. Time, 5:21 2-5. The second heat was a little faster, and J. M. Tanner (80 yards) rode in first after a pretty half lap sprint. J. C. Nagel (115 yards) crossed second, and P. Backert (70 yards) third. Time, 5:18 2-5. A. W. Holmes (80 yards) rode in ahead of the rest of the bunch in the third heat, with Al. Mercer (55 yards) and Charles I. Smith (145 yards), second and third, respectively. Time, 5:19 3-5. McCracken sprinted it out for first place in the final heat. While going around one of the turns one of the riders slipped, and the entire bunch, with the exceptions



NEW YORK BRANCH 214-216 WEST 47TH ST.

of McCracken and Holmes, who came in second, fell. There was a grand scramble to get untangled, but Bauman was the first to jump his wheel, and rode in third. Time, 5:16 1-5.

W. E. Bauman was first in the first heat of the five-mile open. Joseph Nagel and C. J. Haas were second and third, respectively. Time, 5:39 4-5. Alfred Menece rode in first in the second heat. Charles McCracken and C. J. Smith sprinted it out for second place, and McCracken barely won by a half wheel's length. Time, 5:35. A. W. Holmes crossed the tape first in the third heat. Fred Schudt was second, and E. J. Hanks third. Time, 5:35. The final heat was a record breaker. Ray Duer held the former armory record for five miles at 13:54, but this was reduced considerably by Fred Schudt, who rode it in 13:48 1-5. Charles McCracken crossed the tape second, and Al. Mauer third.

A "medley race" was something new, and it took well. It was at one mile, and the contestants had to ride a bicycle a half mile, run two laps, walk two laps and hurdle one lap. A. Fischer finished first, P. Backert, second, and H. W. Willyoung, third. Time, 4:51 3-5.

FRAUD ON THE ROLLERS

California Club Charged with "Fixing" a Home Tainer to Assure Victory.

One of the most novel cases of alleged fraud to investigate that has ever developed in cycling annals has come under the notice of the executive committee of the California Associated Cyclists.

C. L. McEnnerney, chairman of the racing and records committee, charges the Oakland Wheelmen with having tampered with the machine on which the home trainer races were run in February. Some ingenious, though not over-scrupulous, mechanic had affixed a series of brakes to the home trainer rollers. On looking over the framework before the races between the Terminal City Wheelmen, of Stockton, Cal., and the Oakland Wheelmen, of Oakland, Cal., McEnnerney found what he considered some superfluous fastenings. He thereupon had the platform removed from the floor, and the whole mechanism was exposed.

The man who assisted an Oakland rider to start could place his foot on a piece of metal, attached to a spring which, in turn, applied the brake to the rollers on which the opposite rider was on. If two members of an outside club were riding, both of them could be slowed down by pulling a cord which passed down through a hole in the centre of the stage. Thus, in the time races it would not be possible, no matter how hard the sprinter pedalled, for the outside club to surpass the home club's time.

The case was presented to the president of the association, Orrin S. Henderson, of Stockton, who has ordered an investigation. The Oakland Wheelmen's expulsion from the association will probably be the outcome.

Ogden to Have a Track.

After a long period of consideration, Ogden, Utah, has definitely decided to build a track. H. W. Heagren, who has so successfully managed the track in Salt Lake City, has been secured as manager, and as he has been again engaged with Salt Lake, the two cities will not conflict in any way, but, instead, will be assured of a season of well balanced activity. It is Mr. Heagren's intention to "import" several of the newer Eastern riders. He rightly considers that new faces will do much to keep interest on edge.

Bedell Beaten in First Race Abroad.

Menus Bedell, of Lynbrook, Long Island, made his first appearance in Europe last Sunday at the Velodrome d'Hiver indoor track at Paris, and was defeated by Emil Friol, the Frenchman, who made such a miserable showing against Frank Kramer in a series of races at Madison Square Garden in December. Bedell's poor showing may be excused owing to the fact that he has hardly had time yet to get rid of his sea legs.

Wonderful Home Trainer "Race."

From a tale that comes via the Irish Cyclist, it appears that the long since played out vaudeville stunt of an international bicycle race on the stage has reached the over-sea provincial music halls. The usual "properties," in the shape of the home trainer, with its roller track and recording dial with a hand to indicate the speed of the respective "American" and "European" champions who perform, are in evidence, and just here is where the joke comes in.

In the middle of the "race," with the excitement running high and every Irish eye in the house glued on the twin hands revolving almost as one, one of the driving chains connecting the rollers under the "American champion's" machine came off. By all the laws of mechanics and common sense the hand on the dial should have ceased traveling. But it didn't, and none in the audience was the wiser except the Irish Cyclist's representative. Then the ordinary chain dropped off the "American champion's" wheel, and the latter dismounted to set it right, but still the hand kept right on going!

The other performer was so intent on displaying his sprinting powers that he kept his head down, and did not notice what had happened until nearly a quarter of a mile had been reeled off. Then he slowed up hurriedly, and only just in time to prevent the victory being awarded to his adversary, for the American's indicator represented that he had raced gallantly to the end and was steadily forging ahead at the moment when the rider himself was standing on the stage tinkering with the chain of his machine! Strange to say, the public did not notice anything peculiar about it, and they greeted with cheers the announcement that owing to a slight accident the "race" between the two champions would be held over again.

Rosengreen Wins on Home Trainer.

A home trainer race at one-mile comprised the feature of the eighth annual ball of the Monitor Cycling Club at Saengerbund Hall, Brooklyn, last Saturday night. Ed. Rosengreen, of the promoting club, was the particular star, and finished first, incidentally establishing a new record for the mile—59 seconds. He formerly held the record of 1:08. Louis J. Wentz, of the National A. A., finished second in 1:01. H. Wallin, of the Monitor C. C., was a close third, his time being only two-fifths of a second more than that of Wentz.

The other riders finished in the following order: C. Devine, National A. C., fourth, 1:02 2-5; H. S. Cranston, National A. C., fifth, 1:04 4-5; F. Rosendorf, Monitor C. C., sixth, 1:06; D. B. Brown, Tiger Wheelmen, seventh, 1:07; Henry Van Den Dries, Tiger W., eighth, 1:07 1-5.

Seven shillings and costs was all it cost Lord Haddo to ride a bicycle on the wrong side of a London street at 1 a. m. recently. It inspires the question, What Haddo been taking?

On the Road to Mandalay.



From far off Mandalay comes this picture of a noon-day snooze on the soft side of a stone wall, after a lengthy session of pushing a Racycle pacemaker, geared to 93, up a mountain.

But for the cork helmet, the scene is one which every wheelman who ever did any touring will recall with fond recollections. The gentleman in question is W. E. Lowther—though possibly his friends will not recognize him—and as depicted here he is taking a well earned siesta after reaching the summit of the Pahang Mountains on the Malay Peninsula, a range extending southward to

Burmah. There recently has been built a road 84 miles long through this range, thus saving a thousand miles roundabout travel otherwise necessary to transport machinery to the mines on the eastern coast of the peninsula. The height of the range may be judged from the fact that, though close under the "line," the tourists experienced such cold weather that a fire was necessary for comfort at night. The wheel shown in the foreground is a 1905 Racycle, equipped with a coaster brake, and its rider averred that he would have been lost without the latter, as at one place he coasted for twelve miles down a gentle slope.

German Crack Wins in Paris.

At the Velodrome d'Hiver track, Paris, on February 16, Thaddeus Robl, ex-one hundred kilometre champion, beat Bonhours by over a lap in a thirty-kilometre event. On the following Sunday Robl's two opponents in a one-hour motor paced race were Bruni and "Tommy" Hall. The Englishman succumbed to the pace and dropped out. Bruni totalled up 49½ miles in the hour. Robl, who has not raced since last October, was in noticeably bad form.

Maine Organizes a Motorcycle Club.

Maine is coming on in a motorcycle sense. Its first club—the Skowhegan Motorcycle Club—was organized with nine members in the little city of that name last week. F. C. Dow is president; John W. Steward, captain, and Blin Page, secretary and treasurer. Two long tours are planned for the coming summer, one to Bigelow, Me., and the other to the city of Quebec.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

Armory Relay Race.

Featuring as the biggest event of the last open armory meet of the season will be a four-mile relay bicycle race, to be run at the games in the Eighth Regiment Armory, New York City, on March 28. The race will be at four miles, for teams of four men, each man to ride one mile.

Team Pursuit Race at Buffalo.

Oscar Goerke and Henry F. Cranston, of New York City, the crack riders of the National A. C., are matched to ride against Fred. Ernst, of Rochester, and F. A. Reilley, of Buffalo, at the indoor games of the Seventy-fourth Regiment, Buffalo, N. Y., March 25. It will be a team pursuit race, with the men riding a half mile each.

Fenn to Meet Piard.

W. S. Fenn, of Waterbury, Conn., who is in Europe "for the coin," will meet Piard, the Frenchman, in a match race to-morrow at the Buffalo Velodrome track, Paris. The race will inaugurate the opening of the outdoor track. It has been reboarded, and is said to be much faster than the old one.

CORSON'S SIX THOUSAND

Where he Went, What it Cost and What he Learned, as Related by Himself.

If all old cyclists could know where my motor bicycle has carried me since the ninth day of last May, and how much benefit and pleasure I have derived from it, without any trouble, I feel sure their cycling interest would be renewed and the ranks of motor-cyclists multiplied.

It will be noticed that I emphasize the word "any" in reference to the care of the machine. I mean just what I say. It has not given me any trouble, from my standpoint. What I call trouble is that when I have done what is required to have a motor run, and it refuses to do so, and I am not able to at once locate the cause. If it is necessary that the motor should be given a certain amount of the proper kind of oil every twenty-five miles, and I do this, and it overheats and "sticks," or burns out its piston rings, this is trouble. On the other hand, if I run my motor without using the amount of oil required, and it does not work to perfection, it is my fault. If we find it necessary that our battery should have not less than six amperes to get perfect ignition, and we try to run on four or five, and the motor misfires occasionally, it is "up to us"; it is no fault of the motor.

So it is with the other few things that are necessary to be right. There is a little lesson to learn in order to run a motorcycle, and when it is learned and properly executed, the up-to-date machine will not give a particle of trouble. I do not call it trouble to take care of a machine that does so much and gives me only one continual round of pleasure. I enjoy cleaning and adjusting my machine at the end of each day's use, and it pays, too!

I am often asked how I manage to ride, or get down a steep hill with my motor bicycle, as there is no brake to be seen. They do not understand that we have a very powerful rear hub coaster brake, and, in addition to this, have recourse to the friction of the motor when running without taking and exploding its charge of gas under compression. To such inquiries I often say that I could ride down a 45 per cent. incline. I think if some of these fearful and "doubting Thomases" could have seen me riding up and coasting down some of the mountains that I did last summer, they would no longer have misgivings in regard to the perfect safety of the machine on all kinds of roads. I even coasted one mountain in New York State down an abandoned road, having missed the new road. It was washed, so there was not much mud, but deep ruts and large stones to ride over. It would be a very tame thing to ride my Indian down Mt. Washington compared to what it was for me to coast this same mountain on my old 85-pound Star bicycle.

I have been told by many who have ridden

a motor bicycle, just enough to say that they have ridden one, that they are not practical for city riding. This is all nonsense! I would as soon ride my machine down Washington street in Boston as ride a bicycle, so far as having any difficulty in controlling it is con-



E. H. CORSON.

cerned. The control is perfect when it is learned. How was it in the days of the high bicycle? Learners did not ride them in such places until they had learned how to use them, and then they went almost anywhere with them.

Well do I remember the first time I tried to turn a corner on my Star. It was on a sidewalk. There was a tree on the outer corner. In trying to make the turn I lost my head, the machine went into the street, one side of the tree and I on the other. I did not say that machine was impractical because I did not turn that corner the first time. I kept at it until I learned how to

think he knows how to ride a motor bicycle because he is a bicyclist. This is not a correct conclusion. It is a different thing. The bicycle has to be pedalled, and is controlled mostly with the feet, which are close down to the base of contact. This throws the weight, in greater part, down to the base of the machine, and it is being shifted from side to side, like walking on stilts. The motor bicycle is self-propelling, and more of the weight, especially when one has not learned how to ride, is carried on the saddle, thus bringing the poise at the top of the machine. All bicycle riders remember that they had to learn to take their feet off their pedals to "coast," and this was in a straight line, or in a direction of the momentum. We are "coasting" all of the time on the motor bicycle. Turning corners, dodging rocks, ruts and all manner of inequalities of road surface, and at a smart rate of speed, too!

My "missionary" work last year may be submitted as evidence of the all around practicability of the motor bicycle and threw much light on the expense of running a machine. My machine had been run 6,381 miles when I sold it in Chattanooga, Tenn. This was over all kinds of roads, mostly bad, much very bad and only a small percentage good. Most of my riding was done in the States of New York and Maine. I estimate that the cost of upkeep and operation averaged about \$5 per thousand miles. My machine had the hardest kind of use. I put hundreds of men onto it who did not know how to use a motor bicycle. I carried a heavy load on the head of the machine all the time, and made a high average of speed between towns over rough roads. It certainly proved itself to be a most remarkably durable machine. I see no reason



PART OF CORSON'S ROUTE.

ride the machine, and then I could ride around that same corner, or any other, in the dark, and even without hands. The trouble is, the bicycle rider is inclined to

why such a motor bicycle should not last many years.

My travelling expenses were wonderfully small per mile traveled. The motor bicycle

is a long way ahead of any other means of travel for commercial work. I did as high as 108 miles a day, demonstrating in six towns, and finishing at 5 P. M. One-half day I made 100 miles, demonstrating in one town en route. This was all done on rough country roads. It is an easy matter to average fifteen miles an hour over country roads. My mileage represents a saving in railroad fare of at least \$180, not to speak of what team hire would have cost to get

to towns off from the railroad lines. The physical benefit derived from the riding has been worth many times the price of the machine. The pleasure enjoyed cannot be computed in dollars and cents. Altogether, it is the grandest and most satisfactory season of my life.

A slight idea of the extent of my journeyings may be gleaned from the accompanying outline map. The zigzag lines show only my course from place to place. In each

place visited I did a great deal of riding, making detours out into the country for miles. The map shows but a few of the places I visited, and does not include my Southern trip. I demonstrated in more than 200 towns.

There is one feature that my travels impressed on me: The hospitality and fraternal regard of fellow motorcycleists. It suggested that camaraderie and "freemasonry" that existed in the high wheel days.

E. H. CORSON.

PERSONS IMPROVED 1905 MOTOR SEAT

contains tempered springs of single strand wire, having **FOUR** coils just back of the clamp. The springs are hinged in the cantle and are subjected to no strain there when in use. An independent tension spring serves to keep the leather taut.

10 West 60th St.,
New York, N. Y., Dec. 28, 1904.
PERSONS MFG. CO., Worcester, Mass.
Gentlemen: Your 1905 Motorcycle saddle makes an ideal seat for this style of machine. The low and comfortable position obtainable and its long and easy springs make a combination which appeals most strongly to motorcycleists of experience. All whom I have sold are much pleased with them, and a number have been put to very hard use. Inclosed please find order.
Yours very truly,
(Signed) GEO. P. JENKINS.



Hartford, Conn., Nov. 4, 1904.
PERSONS MFG. CO., Worcester, Mass.
Gentlemen: I have just returned from a trip to the Berkshire mountains, with another member of the club, on our motorcycles, and found your letter of October 26 awaiting a reply. I will say that I have given your saddle a hard test over the mountains of Western Massachusetts, and it stood up remarkably well.
I think your 1905 model is a great improvement over the old one, and that it will stand some pretty hard usage.
Very truly yours,
(Signed) J. J. O'CONNOR.

We have been quietly putting these new saddles on the market since May, 1904, and have not heard of one of them giving the slightest trouble.

TO BE HAD OF THE LEADING JOBBERS OR DIRECT.

THE PERSONS MFG. CO., = Worcester, Mass.

Veeder

"It's Nice to Know
How Far You Go,"
Veeder Odometers.

If some one should set up mile-stones for you on every road you were to travel, you would think it a great thing, wouldn't you? For \$10.00 you can have a Veeder Form B odometer (the kind that goes on the steering arm) that will not only show the miles, but every eighth of a mile and the total mileage of your car as well. For \$25.00 you can have a Veeder Form D odometer right up in front of you on the dashboard, which will show the miles in tenths on two registers at the same time. One of these registers may be set to zero any time, while the other keeps a total record. **Send for free Catalog.**

THE VEEDER MFG. CO., 26 Sargeant Street, Hartford, Conn.

Cyclometers, Odometers, Tachometers, Counters and Fine Castings.

BREEZE ON CARBURETTERS

Delivers Interesting Discourse on the Subject—Explains Effect of Evening Air.

For the first time in their lives, probably most of those who attended the New York Motorcycle Club's "talk" on Saturday evening last were made aware that there is sufficient friction in the passage of gasoline to affect the action of carburetters and, perforce, of motors.

"Carburetters" was the topic, and the lecturer of the occasion, George Breeze, of the Breeze Motor Co., Newark, N. J., made the difference between friction and suction so clear that none could misunderstand. Assisted by that freedom of questioning which is a feature of these "talks," he also brought out much else of interest.

Mr. Breeze first dealt with the elementary chemistry of the gasoline engine. In explaining the mixture, he said that combustion was formed by the chemical union of the carbon and hydrogen of the gasoline with the oxygen of the air to form carbon dioxide and water, and was accompanied by the evolution of great heat, causing the gases to expand and drive the piston downward.

The two fundamental principles involving the working of the carburetter, he stated to be, firstly, the suction produced at the spray nozzle by the engine; secondly, the combined inertia of the gasoline and its friction in the passages between the float chamber and the spray nozzle. In the case of a slow or moderate engine speed, the suction would be very light, and if the gasoline supply is adjusted so that the mixture is perfect, the general superstition is that the mixture would be proportionately the same on higher speeds, but this had been shown not to be the case unless special provisions were made to accomplish this object.

Suction in pipes increases as the square of the velocities of the gases drawn through; that is to say, if double the amount of air passed the spray nozzle the suction at that point would be four times as great, although, however, four times the amount of gasoline would not pass because the friction of the gasoline against the pipes it is passing through also increases relatively to its speed. The friction does not increase in so large a proportion as the air suction, so there is still an excess of gasoline on the higher speeds necessitating either the reduction of the amount of gasoline or the increase of the air supply to the mixture in order that the proportions may be right.

In the case of a mixture having either too much air or too much gasoline vapor, the proper mixture is diluted with either, in such a manner as both to lessen its amount and hinder its rapid combustion. Since the amount of gasoline the engine will take at each piston stroke is governed entirely by the suction at the spray nozzle, it will be seen that while more or less gas may be

passing through a given throttle opening, it is impossible by simply changing the air or gasoline supply according to the throttle opening, to make a carburetter automatic.

Mr. Breeze showed a carburetter in which the main air supply was drawn past the spray nozzle and an auxiliary air supply provided that was opened by the suction of the engine against a spring whose tension could be regulated. On normal speeds all the gas was taken past the spray nozzle, on the higher speeds only sufficient air was shown to be taken past the spray nozzle to give the right amount of gasoline to the mixture, the balance being drawn through from the auxiliary supply.

It was a general surprise to most of the audience to hear that the suction of the air in the carburetter does not increase proportionately to its speed, and a still greater surprise to find that friction of gasoline in its passage from the float chamber to the spray nozzle was sufficient to influence the mixture. Mr. Breeze said, while this was an established fact, he had been unable to find any data in text books that dealt with the subject efficiently when it came down to such small passages as are used in carburetters. He stated that the French and English manufacturers were making automatic carburetters based on these principles, but the objection to them was based on the fact that they easily clogged up where the passages were made small enough to be effectual and were very difficult to clean.

The much discussed subject as to why a motor runs better in the evening was explained by Mr. Breeze, who upset many preconceived notions on the subject. Air during the day is warmer and carries a larger percentage of water vapor, which lessens the value of the air as an ingredient of the mixture because the gasoline does not combine as readily with air when water is present as vapor. Towards evening, after the air cools, the water vapor is deposited in the form of dew or else a condensed mist, which, being merely a mixture with the air, does not hinder the air from combining with the gasoline vapor. The difference is not so hard to comprehend if we will consider the sugar dissolved in the coffee and the water mist analagous to that left in the bottom of the cup and merely mixed. That dissolved affects the taste; that which is mixed does not. So with the effect of the water dissolved in the air as vapor—it affects the mixture, where that merely mixed with it does not.

Motorcycle Activity in 'Frisco.

J. H. Nash has been elected captain of the San Francisco (Cal.) Motorcycle Club, to fill the vacancy caused by the death of William F. Townley. The race committee of the club have a three-mile straightaway race in prospect, which probably will be held over the famous San Leandro course. The committee has also applied to the Board of Supervisors for use of the ocean boulevard for a series of one-mile speed trials.

THE INDIAN ADJUSTABLE CUSHION FORKS

can be applied to the

INDIANS

OF

**1902, 1903 and
1904**



This should be good news for the many riders, who knowing the reliability and durability of the INDIAN now wish to obtain the benefits of the most comfortable device ever applied to motorcycles.

Brooks Imported Motorcycle Saddle

may be applied
to any motorcycle of any
make.

We have the sole American Agency for it.

INDIANS WILL BE EXHIBITED

at the Boston Auto Show.

Mechanics' Building,

MARCH 11-18; SPACE 105,

Second floor.

HENDEE MFG. CO.,

Springfield, Mass.

Pacific Coast Representatives,

THE BRUNETTE COMPANY

491 Mission St., San Francisco, Cal

Castle Lets Fall Some Suggestions.

One Howard Castle subscribes himself to the "Story of the Month" in the C. T. C. Gazette, and very easy reading he has made it, too.

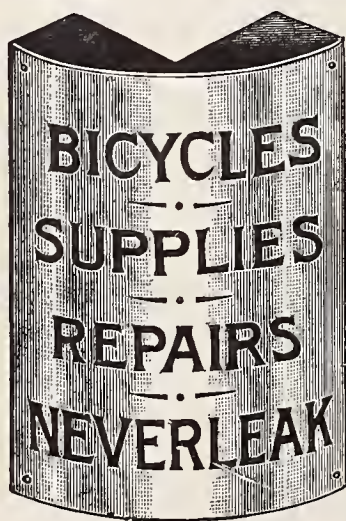
First of all, he takes up a discussion of the question, "Does the race of cyclists tend to become less hardy than of old, and is winter mud-plugging played out? If it has," he says, "to what can one attribute the cause? Our physical deterioration, of which we have heard so much lately, suggests itself first. Motor cars and motorcycles, with their superior ease and luxury, have undoubtedly done something towards inducing a distaste

for heavy pedalling, though these are still only for the comparatively few. Increased solicitude for the welfare of one's machine, not to mention the trouble of cleaning it, may also be a contributory reason. On the other hand, cycles are cheaper, and the necessity of making one last a very long time is not so great."

But, after all this and more, he still seems in doubt as to the actual state of affairs in general, but says that while some may have fallen away, others, the all-the-year-round cyclists, who have never shirked the tonic effects of mud-plugging and never will, so long as their strength allows, are with us, and

will be—come what may—just as the others will persist in regarding the sport merely as a fair weather pastime.

Speaking of winter riding brings to his mind the subject of highway maintenance and the practice which prevails in some sections of the country of giving it entirely over to local contractors. After a healthy criticism of the present system, he cites the action of a certain rural district council in a recommendation to its superior county body, that in addition to the present system of giving a defaulting contractor ten days' notice to have his roads put in repair, he be fined if he further neglected the work, and that if, at the end of a stated time, the work were still unfinished, the county surveyor may take charge of it and complete it to his own satisfaction.



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Over your competitors, by making your store front more attractive than theirs. It will not cost you a cent to do this, because we will give you a splendid, hand-engraved and highly polished, 12 by 15 inch

SOLID BRASS SIGN—FREE.

One of these signs cannot fail to catch the public eye and draw trade to your store.

To get one of these signs, simply save your NEVERLEAK "Brass Sign" certificates, one of which accompanies each dozen 4 ounce tubes of NEVERLEAK. When you have 12 certificates, mail them to us and you will receive the sign absolutely free.

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The Gold Medal Award

at the St. Louis World's Fair simply confirms our repeated statement that best materials coupled with skill and care in construction have placed

SOLAR CYCLE LAMPS

in the first rank. You, Mr. Bicycle rider who have used them know this, you who have not should be convinced by this Award. No lamp troubles with Solars.

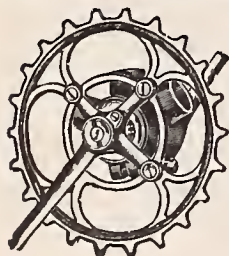
BADGER BRASS MFG. CO., KENOSHA, WIS. New York Office, 11 Warren St.

RIGHT GOODS AT THE RIGHT PRICES

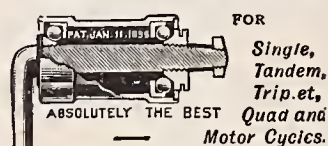
**BICYCLES,
TIRES,
SUNDRIES.**

"TRY US."

**BOSTON CYCLE & SUNDRY CO.,
BOSTON, MASS.**



"D. & J." HANGERS



Lightest, Nearest Dust Proof, and Easiest Running Hanger in the World.

Up-to-date Dealers handle

HUDSON BICYCLES

Sole manufacturers of the celebrated

D. and J. HANGERS.

Write for our terms and prices, and special territory proposition.

HUSTLING AGENTS WANTED.

THE HUDSON MFG. CO.,

Hudson, Mich.

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FRONT OR REAR.



The kind you ought to use at the price you ought to pay.

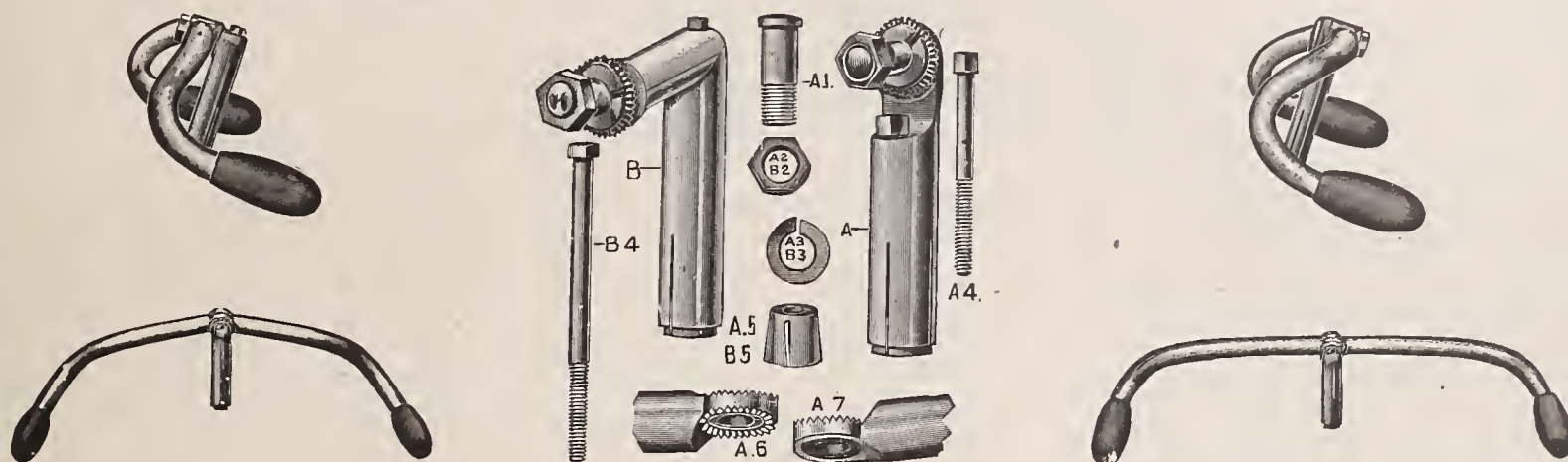
Write for Quotations.

READING STANDARD CYCLE MFG. CO.,

Reading, Pa.

KELLY HANDLE BARS FOR 1905

will retain the same principles of construction, proven sound by years of usage, but will employ heavier forgings and be marked by even greater refinement of detail and finish than ever before.



HAVE YOU OBTAINED QUOTATIONS?

KELLY HANDLE BAR CO., - - - Cleveland, Ohio.

GOODRICH TIRES

JUST THE SAME AS EVER.

The same care, the same "know how," and a little more of it.

The same rubber—GOODRICH RUBBER—and

The same resolve to make bicycle riders contented with their tire equipment.

The B. F. Goodrich Company,

AKRON, OHIO.

NEW YORK, 66-68 Reade St. and 1625 Broadway
BOSTON, 157 Summer St.
CLEVELAND, 420 Superior St.

CHICAGO, 141 Lake St.
BUFFALO, 9 W. Huron St.
DENVER, 1444 Curtis St.
LONDON, E. C., 7 Snow Hill.

PHILADELPHIA, 909 Arch St.
DETROIT, 80 E. Congress St.
SAN FRANCISCO, 392 Mission St.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

MICHIGAN AUTOMOBILE, new, regular price \$500, special price \$350; also Motorcycles, new and second-hand; prices lowest. C. R. BAKER, Salem, Ohio.

FOR SALE.

Indian Motorcycle, 1904, G. & J. tires, grip control, compensating sprocket, - \$125.00
2½ Horse Power Thomas, fine order, - \$65.00
Clement, 1¼ H. P. outfit, - - - \$60.00

Full line of Indian Parts, Repairs, etc.

All makes taken in exchange for 1905 Indians. F. B. WIDMAYER, 2312 Broadway, N. Y. City.

FOR SALE.

Indian Motorcycle 1904, G & J tires, grip control, Compensating sprocket, - \$125.00
New 1904 Rambler, spring fork, - - - 175.00
Indian Motorcycle, good condition, latest improvements, - - - - - 100.00

All makes taken in exchange for 1905 Indian. Power in all motors increased 10 to 50 per cent. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

FOR SALE—My stock of Bicycles, Edison Phonographs and Records, Electrical Supplies, Sporting Goods, etc.; also complete set of tools. I have electric power, screw-cutting lathe, etc. This will bear the closest investigation. The best of reason for selling. W. A. PRESTON, Grinnell, Iowa,

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

**Special Stampings
FROM
SHEET METAL**

THE CROSBY CO., - Buffalo, N. Y.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN ROLLER



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

? GOT OUR CATALOGUE ?

If not, write us at once.

It's free for the asking and shows up the best line of Bicycles, Bicycle and Automobile Supplies on earth with prices the lowest always.

JOS. STRAUSS & SON,
Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

Bicycles and Motorcycles

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
45-47 Fulton Street, Chicago.

Write for terms.

JOHN S. LENG'S SON & CO

33 Murray Street, NEW YORK,

CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

782,873. Electric Igniting Plug. George H. Oakes, Arlington Heights, Mass. Filed December 8, 1903. Serial No. 184,274.

Claim—1. An electric igniting plug comprising in its construction an insulating sleeve formed of sheet material wound in cylindrical form in layers extending longitudinally thereof, one portion of said sleeve being greater in diameter than the other, said cylindrical portions forming at their juncture a shoulder.

783,236. Bicycle or Tricycle. Thomas Ashburn, Leeds, England. Filed Nov. 20, 1903. Serial No. 181,973.

Claim.—1. In combination, an inner sleeve forming a socket, a handle-bar provided with a hollow stem extending in said sleeve, means for adjustably clamping the stem to the sleeve, a stationary outer sleeve forming a socket surrounding said inner sleeve and having a ball-race at each end, bearing balls supported by said clamping means and ball-races, a fork provided with a hollow stem projecting and telescoping within said inner sleeve, a rigid rod secured at its lower end to said fork and extending upwardly through the stem of the fork, abutment and inner sleeve, a compression-spring surrounding said rod and arranged within the inner sleeve above the abutment, a compression-spring surrounding said rod and arranged within the stem of the fork, and means mounted upon the upper end of the rod for adjusting the tension of said springs, substantially as described.

783,138. Pump for Inflating Pneumatic Tires. Decimus Rowe, Wanganui, New Zealand, assignor of one-half to John Stobert, Wanganui, New Zealand. Filed June 15, 1904. Serial No. 212,743.

Claim.—In means for inflating pneumatic tires, a semicircular casing provided at one end with means whereby it may be pivoted to a fixed point, a longitudinal slot in the top of the casing, a sliding bolt fitting in such slot and adapted to be secured at any point therein, and a pump, the plunger rod of which is pivoted to the sliding block and the free end of which is provided with means whereby it may be pivoted to a fixed point, substantially as specified.

OILERS.

"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.



WORCESTER PRESSED STEEL COMPANY

Successor to

WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
Automobile and Carriage Fittings. Bicycle Parts and Specialties.

Catalogs showing stock goods mailed upon request.

Inquiries solicited.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume L.

New York, U. S. A., Saturday, March 18, 1905.

No. 25

TIRES MAY GO UP

Increase in Price of Rubber May Compel Corresponding Advance in Tires.

Rubber, that is, the price of it, is stretching again. It has been so well stretched during the past year or two that there is no telling when it finally will be fully extended. Last week the price took another sharply upward turn, touching \$1.33 per pound. There are those "in the know" who prophesy that it will not stop short of a record figure, say \$1.50.

The situation is such that it is not wholly improbable that an increase in the price of tires will result. It is certain that it is in contemplation so far as automobile tires are concerned, and whether or no it will extend to tires for bicycles has not yet been made plain.

If an advance should come to pass, however, it need cause no great surprise. As one of the tire manufacturers expressed it, the price of \$1.33 per pound does not represent the real cost.

The Para rubber which is now reaching this market is unusually green, which, of course, means a greater volume of shrinkage than usual.

Wing Holds an Opening.

C. F. Wing, a New Bedford, Mass., dealer, is a man of ideas and one who believes in the efficiency of a judicious spreading of printing ink. Last Friday he placarded the town with this sign: "Come to the bicycle opening at Wing's tonight." The newspapers also heralded the fact. As a consequence, Wing had over a thousand people at his "opening," and booked several orders. Wing is agent for the Pope and Pierce lines. The two speed gear, it is said, created more attention than anything else.

Earl Recovering from Typhoid.

C. A. Earl, vice-president of the Corbin Screw Corporation, was removed to his home in New Britain last week, after a six weeks' siege of typhoid fever, which laid him low while in Chicago. As his removal indicates, he is now on the road to recovery.

The Retail Record.

Kingston, N. Y.—John Cable, new store.
Waterloo, Iowa.—C. E. Shook, new store.
Reed City, Mich.—George R. Rice, new store.
Binghamton, N. Y.—Walter Herriman, new store.
Paducah, Ky.—S. E. Mitchell, bicycles and autos; new store.
Plymouth, Mass.—Charles E. Hayden, opened repair shop.
Eau Claire, Wis.—J. L. Lund, new store at 124 N. Barstow street.
Brockton, Mass.—Edward McDonald, new store at 30 Cobannet street.

Bicycles on Show in Boston.

There were three bicycles included in the Boston Automobile Show, which held the boards this week. All of them were Yales, exhibited by their makers, the Consolidated Mfg. Co., of Toledo, Ohio.

As no one expected to find bicycles in such a show, they attracted the more attention because of the fact. They were shown in connection with the Yale-California bicycle. In addition to the latter, four other motor bicycles were in evidence: The Indian, Marsh, Curtiss and Crouch.

Germany's Big Motorcycle Business.

That there is nothing the matter with the motorcycle business in Germany, the export statistics serve to indicate. Last year the foreign business more than doubled, 1,745 motorcycles being exported. Their value was \$305,250, an average of \$175 per machine, as against \$146,250 in 1903, and \$24,000 in 1902. The importation of motorcycles also increased substantially from \$41,500 in 1902 to \$110,750 in 1903, and \$159,500 in 1894.

Georgians Seeking "White Elephants."

According to "The English Cyclist," there is a firm of brave men in Georgia who are anxious to tempt fate. That paper quotes "Mr. Consul de Coetlogon" reporting that as "Messrs. W. and N. Lattimore, of No. 19 Broughton street, West Savannah, Ga., U. S. A., are desirous of handling British cycles, provided mutually satisfactory arrangements can be made with any firm."

Under the new customs rate the duty on cycles, tricycles and motor cars into British India is five per cent. ad valorem.

SITUATION IN 'FRISCO

Visiting Tradesman Talks of Conditions that Exist—Odd Call for Second-Hands.

C. C. Hopkins, probably the best known and most active of San Francisco's remaining dealers, was in New-York on Thursday of this week. He had come East to perfect arrangements with the Hendee Manufacturing Co. for the sale of Indian motor bicycles in 'Frisco, and secured the agency for the whole of San Francisco County; in addition he will carry a stock of parts sufficient to supply the demands of the entire coast trade.

The Hendee people themselves will hereafter deal direct with the agents of the Pacific coast, instead of through a distributing house located in San Francisco, having discontinued their relations with the Brunette Co., who are in financial straits.

Mr. Hopkins stated that the cycle business on the coast is in pretty good shape, but that any comparison with previous years would be unfair. Due to the variable lengths and fitfulness of the rainy spells which mark that portion of the country, no two years are alike. San Francisco itself, he says, has never been a particularly good city for bicycles, because of its steep and numerous hills and the prevalence and vigor of the Pacific breezes. These conditions, however, make for the popularity of motorcycles, and he is, accordingly, devoting much of his attention to them.

Fully one-half of the bicycles he sells are disposed of outside the city. He particularly remarked one peculiar demand that he has filled for a number of years—that for second-hand bicycles, which are shipped to Japan. He deals through a Japanese house in San Francisco, and, as he has their confidence, he has retained their business uninterruptedly. It amounts to a considerable volume in the course of a year. Shortly before he left San Francisco, he said that he had received a call for one hundred of these old bicycles, and yet, strange to say, he was immediately able to obtain less than a dozen of them, as, of course, only machines with low frames are desired.

Mr. Hopkins also said a good word for the Chinese. Of all the people who do business

in his part of the country, he said, none are more honest; when they contract a debt they never fail to pay it.

Gliesman Moves and is Optimist.

Harry A. Gliesman, the energetic proprietor of the Tiger Cycle Works, New York, has removed his business from 563 Seventh avenue to 782 Eighth avenue, and thus secured much-needed elbow room. When approached by the *Bicycling World* man Thursday, Gliesman was in his shirt sleeves hard at work. Asked what was the outlook for this season, he said:

"Well, I have not sold many new machines as yet, but I am following up a lot of inquiries. There's a good call for specially built wheels, and I am so busy getting them out that my repair department has suffered. Ladies seem to be renewing their interest, too; I have booked several orders for drop frame mounts. I am disposing of coaster brakes by the score; everyone who brings their last year's machine to be overhauled insists on this equipment. On the whole," continued Gliesman, "I am very optimistic and look for a substantial increase of business."

To Build Thomas Motorcycles.

The recently incorporated Thomas Auto-Bi Company, Buffalo, will have headquarters at 1443 Niagara street. The officers of the company are Clarence Becker, President; Edwin L. Thomas, Vice-President, and W. C. Chadayne, Secretary and Treasurer. They announce that one thousand 3 h.p. Auto-bis will be put on the market this year.

Becker, the president of the company, has had charge of the motor bicycle department of the E. R. Thomas Motor Co. for the past four years. The new machine is his invention.

E. L. Thomas, the vice-president of the company, is the eldest son of E. R. Thomas, president of the E. R. Thomas Motor Co., the inventor of the Auto-bi. Chadayne is a newcomer in the trade, but is well known in Buffalo and vicinity as an enthusiastic motorcyclist.

Corson on Columbus Avenue.

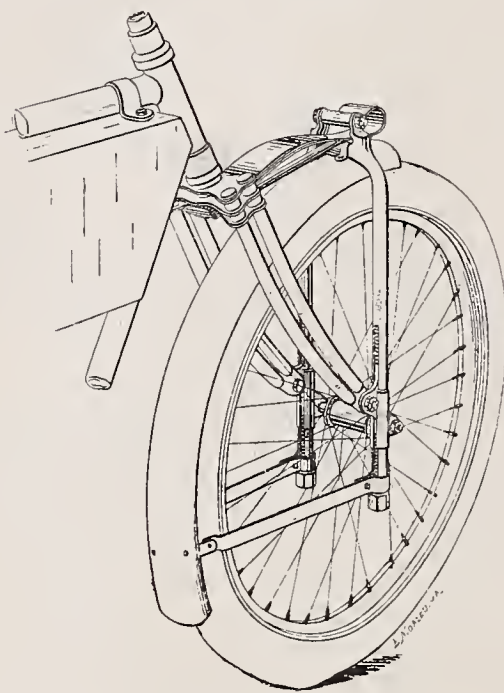
E. H. Corson, who is to trade in Boston as the manager of the Indian Motorcycle Co., has leased the store 258 Columbus avenue. While he will continue to make periodical trips for the Hendee Manufacturing Co., he will devote most of his time to the establishment, where he purposes not only to sell and repair Indians, but to teach both their operation and care; in other words, he will, on a small scale, combine with his business a school of instruction.

His daughter, Maud, then a mere slip of a girl, was one of the first in this country to make use of a lady's bicycle, has become deeply fascinated with motorcycling, and is to accompany her father on some of his travels.

As the Germans Make Them.

A striking commentary on the methods devised by inventors, American and foreign, to accomplish the same end is often formed by a comparison of the products of inventive genius here and abroad.

This is well illustrated in the present instance by the accompanying sketch of a method of front fork suspension for motor bicycles now being put forward in Germany, as an improvement over existing types. The inference to be drawn is so obvious as to scarcely call for extended comment, except possibly to point out that the device under review marks a return to a principle long since tried out and abandoned here as utterly useless for the purpose, viz., that of the



spiral spring. The inherent and apparently insurmountable shortcoming of this form of spring as applied to bearing rapidly and widely fluctuating loads is its tendency to plunge—in other words, to shut up tight and re-expand as quickly with every blow, instead of giving gradually in each direction as does the laminated spring.

It will be noticed by reference to the illustration that an attempt has been made to counteract this tendency by the use of a compensating arrangement. At rest with the rider in the saddle, the front wheel will theoretically be held in equilibrium; that is, the upward tension of the imposed set of spirals reinforced by the auxiliary leaf spring located over the wheel is sufficient to prevent the load from compressing the lower set, as well as to keep the latter from collapsing or plunging when an obstacle is encountered. But just here is where extended practice has shown theory on this point to be totally at fault—the load fluctuates much too suddenly and far too widely to be taken care of in this manner.

The invention is the product of the brain of some Teutonic genius, and is somewhat ironically termed the "Simplex" spring fork for motor bicycles.

Evidence of Motorcycle Activity.

It begins to appear that the dealers who first applied themselves to motorcycles, and who stuck to them intelligently, are to reap their reward. F. B. Widmayer, the uptown New-York agent for the Indian, is of the number. "Booming" is the term he used to express the state of the trade as it applies to himself.

"I sold three Indians on one day last week and two the following day," he remarked exultingly to a *Bicycling World* man on Monday. "This makes nine new and second-hand machines I have sold in a little over two weeks. If the number of inquiries I am receiving and the interest that is displayed by callers is any criterion, we are due for a big and really profitable season in motorcycles, in this vicinity at least."

Widmayer's sales are somewhat remarkable, as, until this week, the streets of New-York, generally speaking, have been in vile condition either covered with patches of encrusted snow or wet and slippery because of successive thaws.

Hard Luck Side of a Strike.

"Talk about hard luck," observed Harry Gleisman, the well known New-York dealer, "but did you ever see a car strike come at a more aggravating time?"

He had reference to the strike of the subway and elevated railway employes, which was the big happening of last week.

"If that strike had happened two or three months later," continued Gleisman, "it would have been worth thousands of dollars to the cycle trade. As it was, despite the snow and slush on the streets, I saw not a few people riding to business, and I think I heard more people talking about bicycles, and threatening to ride them, than I have heard for many a day."

Winona Says a Good Word.

"Bicycling will be very popular in the West this year," says the Winona, Minn., Herald, and adds: "The first shipments of new bicycles for the coming season have now been received in Winona. While it is not expected that the number of sales of wheels will be up to what they were when bicycling was at its height, still the indications are that a number of wheels will be sold here. The wheel has come to stay, and with many persons is a business proposition and a time saver in getting to and from work."

Bicycles Wanted for Swiss Soldiers.

The Swiss War Office has invited bids for 300 military bicycles. Apart from the fact that such bicycles are to be used in the Swiss army, the fact is of small interest to the outside world, as only manufacturers domiciled in Switzerland are permitted to compete for the contract.

Goodyear Opens in Los Angeles.

The Goodyear Tire & Rubber Co. have opened a branch store at No. 932 South Main street, Los Angeles, Cal. It is in charge of W. D. Newerf.

WHEN HILLS GROW STEEP

Usually Occurs When Riders Talk of their Prowess—Some Truths About Grades.

Boasts of hill climbing prowess were not unknown to the cycling fraternity in days long before the motor was made an adjunct of propulsion, but when claims that a certain grade, such as a "1 in 5" or a "15 per cent." gradient, had been overcome were yet unborn.

The valiant one who wished to crow of his achievements did not talk grades or percentages, he merely referred to the fact that his calves and wind were sufficiently developed to enable him to conquer a certain notorious bump on the landscape known as such and such a hill, and when he mentioned it his hearers had no need of recourse to mathematics or algebraic formulae to render clear what pedalling up that said certain decline meant. Being duly put upon oath, he would then depose and say that on a certain date, alone and unaided, he had mastered that hill, and if there were doubting Thomases he was willing to back his ability against that of any other gentleman in the crowd for a sum certain of the "long green," or, no one else willing, merely for the glory—and the lucre aforesaid. Every city has at least one or two samples of imitation precipices, or such close approaches to cliffs that the pavement on them never does more strenuous work than growing grass between the stones. No sane horse would ever climb them, and were his driver insane enough to make the attempt, the animal probably would slip and fall over the roof of the wagon to the foot of the hill.

But now all the brag and bluster of bicycle hill climbing is a thing of the past; present day advice is "walk." It has, however, broken out in a really virulent form where the motorcycle is concerned, but finds expression almost entirely in figures which as a rule puzzle the proud narrator of the climb fully as much as his hearers. The latter as a rule do not wish to exhibit their own ignorance on the subject and make a mental vow, immediately forgotten, to find out what grade percentages mean, so the story teller is safe, unless someone in the crowd happens to be sufficiently well informed to risk an argument on the subject. Then all kinds of theories are let loose, and probably no two of the theorists will meet on a common ground and no one is a great deal the wiser after a great deal of breath is wasted.

Probably the most common fallacy regarding gradient percentages is that of a perpendicular line representing the maximum or 100 per cent., and the determination of the grade by its relative angle of ascent with this imaginary plumb line as a constant. Another not quite so distant from the truth, though in practice giving results that are far from accurate, is that based on the assumption that

such expressions as 1 in 10, 1 in 5, mean one foot of rise perpendicularly for every 10 or 5 feet of travel, whereas the true basis of these statements or percentages where the latter are employed is one foot of perpendicular rise for every foot advanced horizontally.

This may best be comprehended by imagining a line entering the hill horizontally at its base and forming a triangle by means of another imaginary line dropped from the summit to a point directly beneath on this supposed base line. The principle of the matter will then be readily evident when it is said that if for every twelve feet travelled along this horizontal or base line a perpendicular rise of one foot is overcome, the gradient is one in twelve, increasing or diminishing with the proportion of perpendicular rise to the horizontal distance travelled.

Now one in twelve does not sound like a great deal and many of the hill climbing romancers of the motorcycle talk glibly of one in seven, and one in five, and neither they nor their hearers hesitate to gulp down such tales, little thinking what a stiff grade this implies. The same holds good where percentages are talked of. Reasoning from the false basis above outlined the general impression is that there are hills the grade of which is equivalent to 45 per cent, so that where the tale is of nothing more than a 16 or 18 per cent. grade it is too small to call for notice. As an actual fact, a grade of one in five or twenty per cent. is the next thing to a sheer impossibility for a man mounted on a wheel with anything like the gears usual nowadays and is sufficient to tax the hill-climbing power of the best motorcycles extant. It is doubtful if there be many of the latter that would accomplish the ordeal without a little assistance from the pedals.

Racing Wars Likely in Germany.

It appears that the amateur will not be extinguished in Germany, after all. The Track Owners' Association, as will be recalled, passed a resolution of the sort, voting to group racing men in one class and to permit them to accept cash or medals as they pleased. They reckoned, however, without the German Cyclist Bund, which organization with a membership of 45,000, has voted to expel any member who competes under the Track Owner's regulations. That the resulting situation makes for a parrot and monkey time is evident.

Rode Long With Little Fuel.

In the recent fuel consumption trials at Marseilles, France, M. Thomas on a Magali-Deckert with one-third litre of gasoline (slightly over one-half pint), rode for one hour eighteen minutes and twenty-nine and two-fifths seconds. Unfortunately the item of greatest interest, the total distance covered, is not made known.

"Mr. Harry J. Lawson moved into his new residence on Monday" is the naive fashion in which the Scottish Cyclist describes the imprisonment of that one-time financial wizard.

THE BLACK MAN'S BURDEN

How it is Piled Onto Him if he Rides a Bicycle in Pretoria.

In "Darkest Africa," even that portion governed by liberal England, the "nigger" is being subjected to persecutions not unlike those to which automobilists and motor-cyclists in "free" America would be, if the numerous ambitious legislators had their way about it.

The Works Committee of Pretoria has introduced, and is strictly enforcing, it is said, stringent laws restricting the liberties of native cyclists. The colored pedal pusher in Pretoria must take out a license before he is permitted to ride his machine at all; and this at a cost of about 50 cents. The permit must be renewed semi-annually. Nor is this the only unpleasant feature of cycling for the natives of South Africa. Every cyclist must wear a large numbered badge on his left arm, and a fine of 50 cents is exacted from the unfortunate cyclist who happens to lose or fails to wear the badge.

The most drastic section of the measure is that which prohibits natives from riding on Sundays or holidays, and South Africa has an unusually large number of festal days. All other days he may use his bicycle between half an hour before sunrise and half an hour after sunset. Night riding is out of the question, for to indulge in it the native must obtain a special written authority from his master. Needless to state, this is very seldom obtained.

Lottery to Promote Sales.

A bicycle lottery is the latest advertising scheme adopted by an English manufacturer to promote the sale of his bicycles. The Centaur Cycle Co. originated and are carrying out the idea. A disinterested person is asked to pick out 500 numbers, without knowing what they were to be used for. They are then sealed up and deposited in a safe deposit vault without the bicycle manufacturers knowing what they were. On every catalogue that the firm sends out is a coupon with a number thereon. Every person who purchases a Centaur bicycle before July 31, 1905, is requested to fill out the coupon and send it to the firm, where a record is kept of it. Persons whose coupon numbers tally with the numbers in the vault will receive their new mounts free—that is, the money paid for them will be refunded to the holders of the lucky numbers.

Have a Second-Hand Problem.

Bicycle agents in Great Britain now have a "second hand problem" on their hands for which the recent heavy price reduction is responsible. To quote one of the papers, the cast-offs have become "a glut on the market to an extent where even a good make can hardly be given away." The dealers are in consequence saddled with white elephants innumerable taken in exchange.

NEW MODEL—JUST OUT. NATIONAL, No. 81.

It has not been shown, but is now ready for you.
Get your order in now for a sample. We don't want
more than that, for it's a winner, and the orders will
come fast enough after it's seen.

Wake Up Your Trade with Something New to Talk About.

WRITE US TODAY.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts
of names by all sorts of people at all sorts of prices. The makers
were ashamed to put their own names on them. There are lots
of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also
be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

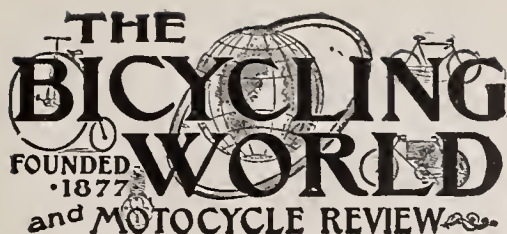
BRANCHES: New York, 754-756 Seventh Ave.

Chicago, 1251 Michigan Ave.

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
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ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 393 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
MONTREAL, CANADA.

ST. LOUIS, 3908 Olive St.
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MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 18, 1905.

Forcing Home the Truth.

In spite of themselves, there are times when men have truth forced upon them. Last week was an occasion when New Yorkers had the truth of the bicycle driven, wedge-like, into them.

There was a big strike of subway and elevated railway employees. The surface cars still ran, but they never were equal to the pilgrimages of the hundreds of thousands who must daily get to and from business. Traffic was not wholly paralyzed, but it was interfered with to an extent not easily conceived by those unfamiliar with New York conditions.

"Getting to business" and "getting home" were serious problems for several days. The problem carried with it more thoughts of bicycles than New York has contained for many long days. Conditions of streets and weather did not encourage the use of bicycles; but despite the fact, many cobwebbed mounts were brought from their resting places and put to use. How many more would have been similarly brought into service, had the strike continued, is an interesting speculation. It is certain that never, in recent years, were bicycles so much talked

of, and so many threats made to again ride them.

The situation brought home to many, as such situations usually do, in New York or elsewhere, the undoubted truth that never has there existed a form of locomotion so convenient, so ever-ready, so economical as the bicycle. It is a great truth, a striking truth, and the pity is that it requires stressful occasions to bring the fact all the way home.

The Day of the Motorcycle.

If there is any one sign plainer than other signs, it is that the motor bicycle is at last in a fair way of "claiming its own"—of receiving that measure of attention from trade and public that is its due and that is overdue.

Of course, there still remain both cycle manufacturers and cycle dealers who are skeptical or hesitant, but there have been so many notable conversions in both departments during the past few months, that the stage is rapidly approaching when the skeptic will be the exception and not the rule. As for the men who have shown their faith by their works, and earnestly and assiduously applied themselves to the production and sale of motor bicycles, evidence, in the substantial form of orders, is daily accumulating that their winters and summers of discontent are dissipating rapidly.

Motorcycling interest simply is in the air. He is phlegmatic or disinterested indeed who cannot feel it. All reports agree that never before were they so much talked of—never before was there anything approaching the present volume of inquiries and orders. It is to be directly traced to the fact that, generally speaking, the better known machines on the market last season "made good." They gave satisfaction. Any man with any memory knows this to be true. He can recall previous years when the roadside scene of motorcyclists tinkering with their machines was the rule. He knows that last season it was the exception. The men who used them were given to praising rather than damning their mounts, as was once the case.

The men in the bicycle business who do not appreciate the situation as it exists and make the most of it will be the chief sufferers. As we so often have maintained, the motor bicycle is simply the logical development of the bicycle, as generally constituted. For many reasons it will never wholly displace the latter, but there is every reason why it should and will displace very many of them.

To remain skeptical or to oppose it is just as reasonable as the opposition that met the safety and the pneumatic tire—and we all have good cause to know how reasonable that was and what was the result.

There are few things that have evolved more naturally than the bicycle. The high wheel was supplanted by the low one, contributing the factor of personal safety. The air tire replaced the solid and contributed comfort, and, like ball bearings and coaster brakes, also increased the comfort and reduced the physical effort necessary to propel the machine. But nothing appeared that really reduced this effort when hills or headwinds were encountered. The cyclist was then compelled to "work his passage."

If there is any doubt that it is the belief that such conditions made cycling "too much like work," let the doubter ask himself, his family or his friends why they do not now ride, or ride so rarely, or such short distances. He speedily will discover "what is the matter with cycling," and cease to look for other explanations or excuses.

With every other objection rolled away, the logician must recognize that to rehabilitate cycling it is necessary to remove this last and chiefest objection. He knows that human legs—the average legs—cannot level the hill or subdue the headwind. He must perforce seek a mechanical aid. The gasoline motor is that aid.

Applied to a bicycle, it removes the remaining objection to that form of locomotion. It affords a bicycle that combines the low frame, the air tire, the ball bearings, the coaster brake—it combines everything and every element that the bicycle has afforded, and it places at his instant disposal the power that is not given to man—the power that takes all the work out of cycling.

Such a bicycle deserves a welcome—a hearty welcome, and from none more hearty than the men in the cycle trade. It offers to them the only hope of renewed or increased profit. Usually that is sufficient to decide almost any manufacturer or merchant. It ought to be enough to decide those engaged with bicycles. It ought to be enough to induce them to encourage, not retard, the new machine. The signs that they are awakening to the fact were never more numerous. It is a good sign—one of the best signs on the trade horizon. But encouragement does not mean the mere purchase of a motor bicycle and the display of it in the store window. It must be ridden and others must be induced to ride it.

HIS EATING PROBLEM

**Tried Many Plans and Took Much Advice
and Then Worked it Out Himself.**

"When I used to take long rides, that is to say, when I first got the fever," said a bronzed veteran, who was seen at the sportsman's show in New York last week, "do you know what used to worry me most?"

"No, sir, not breakdowns, nor dogs, nor roads—and Maine roads are just about it when it comes right down to that—nor tire troubles, even after I got my first pneumatics, but just what I should eat and drink."

"There used to be a whole lot of discussion in the papers long about that time, if you remember, about what you should and shouldn't eat. You must not eat this, and you must not eat that, and you must not eat at all, and you must eat just so much and no more. And it was that you mustn't drink any water, and you must drink all you could hold, and so it went; everybody had a patented drink of his own. Well, I got to thinking and thinking, and there was a whole lot of sense in it, too, and finally I got to trying those ideas. I tried 'em all, and I don't see how I ever came through it alive."

"Now mind you, I wasn't riding much, as you may think—not over eighty or ninety miles a day at the most, and then only off and on. But I took a lot of pleasure in it, and used to get in all I could of it. Then I got the touring craze, and I took some mighty good trips over the old State. Of course, for that I had to do a lot of training, as I called it, and I paid a good deal of attention to what I ate. Naturally enough, I began by taking everybody's advice, and got on pretty badly, though I didn't realize it. I usually thought I had the right idea, and kept it up until somebody put me on the track of something new. Once I remember going the whole of one long, dusty day without drinking a drop of water except at lunch time. Another time, I ate almost no breakfast, no lunch and kept alive through the day by chomping malted milk tablets. At night I used to gorge myself, until I could eat no more, and then, tired as I was, lie awake for several hours before I could get to sleep, simply because my system was so clogged with food I couldn't rest. And so it went on from one thing to another. I was always at one extreme or the other, and always suffering more or less as a result of it, and as you might suppose, I had some interesting experiences along with it all, too."

"I well remember one June day, when I was taking a three-days' trip up the Penobscot Valley, that I went over quite a piece of hilly road, where there were few houses. That was when I wasn't eating except at night, and all I'd had for breakfast was a glass of milk and some bread and butter. So all through that forenoon I'd pushed along, drinking at almost every brook and spring I came to, and getting hungrier every

minute, but game to the end. About half-past eleven I walked up a stony hill nearly a mile long, and at the top was a little farm house, with one of those old well sweeps alongside of it. I leaned my wheel up against an apple tree and went up to the door to ask for a drink. And just then I got a whiff out of the kitchen that just about made me faint. It was baking day, and they were frying doughnuts. I just took one sniff, and before that woman got to the door I had my mind all made up to do it just this once, and so I asked her for something to eat."

"And oh! how good those doughnuts did taste! Seems to me I can taste 'em yet. I had just all I wanted, and almost a quart of buttermilk, and I finished up on half an apple pie that was right from the oven. I shall never forget how good that stuff tasted and how clear the air was and how still everything seemed. I was pretty much cheered and grateful for it, too. But when it came to pay, I had a hard time to make that woman take ten cents. But she did take it after a while."

"Well, sir, I felt so fresh after that I just let her out, and in the next three quarters of an hour, which I might say was mostly down hill, I made something like fifteen miles of bad road. Then I began to feel sort of queer, and the rest of the afternoon I spent in a little sort of a pine grove, down along side of a brook; and I vowed by all the long words I knew I never would eat again!"

"But it took more than one experience of that sort to teach me a lesson. It was the fourth, by actual count, that cured me. Yes, sir, it was while I was getting over the ice cream I ate at a Fourth of July picnic that I figured it all out. As a matter of fact, I didn't have much else to do but figure out something, for I was sitting in the shade of a stone wall and didn't feel much like moving, so I just thought."

"I figured it out that riding a bicycle was just like engaging in any other kind of physical effort. If you do a good deal, you get tired; if you do it right along, you get used to it. And, of course, if you do more than you're used to, you have to rest afterward. I figured that when I was going to do a hard day's work, I usually ate a good lot of food, and it never seemed to do me any harm. But what I ate was what we used to call victuals when I was a boy, something that would do you good. I said to myself that what was good for me when I was going to do one kind of work ought not to hurt me when I was going to do another kind, and that probably the trouble had been that I had been riding too hard or too far right after eating, and then, too, that I hadn't been having the right kind of stuff. It had been more than hot doughnuts and ice cream, mind you. I had never been able to get along well on a full stomach. So I kept at it till I decided to try riding just as I did my work. To make it seem as natural as could be, and ride no harder than I felt like riding, to rest whenever I wanted to, and never to overdo in any way."

"And let me tell you it worked finely. I never had any more trouble with headaches or any other kinds of aches, and do you know, I used to ride farther and faster after that and not mind it so much, though I suppose that was partly because I was getting hardened all the time."

"And do you know," he added, with a smile, "the only century I ever rode was done one afternoon on the strength of an old-fashioned boiled dinner."

Tigers' Rich Prize Contest.

The Tiger Wheelmen, of New York, have set May 7 as the date of their annual spring handicap. The course is a good one—thirty miles—from Bedford Rest to Valley Stream and return. The committee is working hard to make this race surpass the Irvington-Milburn and nearly one hundred prizes, a motor bicycle heading the list, have been put up, to attract riders from all parts of New York and New Jersey. It is expected that fully three hundred men will line up for the start. H. A. Glieman, chairman, 782 Eighth avenue, New York City, is in charge of the event.

Two Cups for Motorcyclists.

The New York Motorcycle Club is this year offering two cups for the greatest reliability on club runs. The awards will be based on a system of points—one point to each member arriving at the day's designated destination and one-half point for half-day or evening runs, the latter of which are to be featured this season. The season will be inaugurated to-morrow, Coney Island being the destination.

McLean Joins the Paris Colony.

Hugh McLean, the Chelsea, Mass., pace follower, has arranged with R. F. Kelsey, chairman of the National Cycling Association Board of Control, for the payment of his fine of \$100 for quitting the six-day race. Immediately thereafter McLean sailed from Boston for Paris on Monday last. He will ride in a series of motor-paced races in Paris and Berlin, ten in all, under Beyer & Coquelle's management.

Mohawks in Tammany Hall.

Famous Tammany Hall, East Fourteenth street, New York City, will be the scene of a brilliant event when the Mohawk Wheelmen give their seventh annual ball there next Saturday night. A feature will be the grand march, in which Captain James Allegria will lead the cyclists, attired in their new uniforms.

What the Mud Weighed.

Comparatively few cyclists have stopped to think of the extra dead weight they are pushing if mud is allowed to remain on a machine after a muddy ride. Last week, after returning from a muddy ride, a cyclist scraped the mud off the front guard only, and weighed it as an experiment. The actual weight was one pound and two ounces.

F. A. M. MEET IN AUGUST

Dates Practically Settled—Pert Waltham Played in Pioneer Motorcycling Days.

Although comparatively few riders are aware of the fact, when the annual meet of the Federation of American Motorcyclists occurs in Waltham, Mass., next August, it will be in the nature of a celebration in the birthplace of motorcycling in this country.

It was in Boston, about ten miles from Waltham, that the germ was first planted. Although Kenneth A. Skinner brought over a De Dion tricycle in 1896, W. W. Stall, one of the oldest of "old timers," is sometimes credited with having owned the first vehicle in the shape of a motorcycle that was used in this country. It was a Bollee tricycle, without pedals, which he imported from France, and, according to some sources, it is believed to have been the first motor vehicle of any kind brought into this country. Stall did not use it very long, however, and it was lost to sight.

The first real effort to bring motorcycles to public notice stands to the credit of Kenneth A. Skinner, of Boston. He imported a lot of De Dion tricycles and, for a year or two, was alone in his glory, conducting what was, beyond shadow of question, the first exclusive motorcycle store in America. It was located at 122 Massachusetts avenue, and later at 268, on the same avenue, and, needless to add, Skinner did not wax wealthy from the receipts. His principal patrons were Harvard students, a few of whom owned three-wheelers, but most of whom rented machines of Skinner by the hour.

The Waltham Manufacturing Co. became interested in the subject, and finally undertook to produce American tricycles, quadricycles and pacing tandems. They imported the motors, of course, and not a few of the machines are yet in use in various parts of the country.

C. H. Metz, who is the head and front of the movement to bring the F. A. M. meet to Waltham this year, was at that time the ruling spirit in the Waltham Manufacturing Co. He himself rode a tricycle, and the impressive manner in which he handled it never failed to make bulge the eyes of the average onlooker.

As a result of his interest, comparatively few who visited the Waltham factory in those days but were initiated into what were then the mysteries of motorcycling. Many of them have reason to vividly remember their initiations, which usually took place in a little yard that formed part of the Orient plant. A high picket fence surrounded this yard. It was used so much that a circular path was worn into the turf. This "track" was about eighteen laps to the mile, and in very much less than a mile the pride of the average man who essayed the performance was usually quickly humbled. Nearly all of those who then rode bicycles, and who now

ride motor bicycles, fancied, and doubtless fancy, that nothing is easier than to handle a tricycle. As a matter of fact, it is one of the most contrary of "brutes," and in the hands of a novice shows a strong tendency to run wide and head for the curb at every opportunity; until the steering is thoroughly mastered, it is difficult to keep it in a straight line. How many machines were smashed on this little track is not known, but for a long time the picket fence bore mute witness to the humbling of at least one man; he had charged into it with such force that a big hole, as if made by a bomb, remained. At that time, motor bicycles were scarcely considered; the advantages of the two-track machine were not, however, to be denied.

E. R. Thomas, of Buffalo, was reported to have one under way, and this probably quickened the Waltham appreciation. The factory heads, however, found it difficult to screw up their courage to the producing point. What finally brought the matter to a climax was a little gathering, which, in the light of to-day appears almost historic, at the Woodland Hotel on the outskirts of Waltham early in year 1900. Metz desired to be convinced that it would be proper for him to build motor bicycles; a dinner at the Woodland was brought about for the purpose. There were present Mr. Metz, W. D. Gash, at the time Mr. Metz's right-hand man; Charles A. Persons, the Worcester saddle man, who then possessed a motor quadricycle; R. G. Betts, now president of the F. A. M., and F. W. Roche, of the staff of the *Bicycling World*, which was then published in Boston.

The subject was thrashed over for hours, with the result that the Orient motor bicycle made its appearance late in July, 1900.

Although his experience was then confined to the use of Skinner's rental tricycles, and to occasional spins on an Orient quad, Betts was full of faith and enthusiasm from the outset—so full, indeed, that he undertook to give to Boston the credit of being the birthplace of the first motorcycle club in the country, as it was the birthplace of the first American bicycle club. He issued the necessary call for a meeting, which was held in the Thorndyke Hotel on Aug. 22, 1900.

There were some fourteen men present, not more than half of whom were owners of machines. Betts occupied the chair, but the meeting soon ran away from his original idea—that of a local club. Although there probably were less than 100 motorcyclists in the country, Gash and Persons, who were present, "whooped it up" to such good purpose that, instead of a local club, there was organized a national association—the Associated American Motorcyclists, with C. H. Metz as its president. Manifestly, it was too early for an organization of such aims and ambitions to attain strength. Just as its birth was premature, so was its failure foreordained. Practically nothing was heard of it after the date of its formation.

Metz, on his own account, is now building motor bicycles exclusively, and as chairman of the F. A. M. Membership Committee, is doing splendid work for that organization. He and President Betts were in consultation in Boston on Sunday last, and at the time mapped out a tentative programme for the meet which almost certainly will occur the first week in August.

EFFECT OF POSITION

Old Subject Comes Up Again and Zimmerman is Cited as an Example.

It seemed something like old times to see a group of men surrounding the Yale bicycle exhibit at the Boston Automobile Show one day this week, animatedly discussing the "points" of the bicycle and the advantages or disadvantages of the extension handle bars, and their effect on the application of the rider's power.

One of the group maintained that the throwing forward of the body deprived the thrust of just so much weight and power, and that while the lessened wind resistance of the crouching body might make for more speed on the track, the advantage on the road was more apparent than real, and that the good old ankle motion from a position well back of the pedals was the better position in every way, especially for long runs.

Another argued from the opposite standpoint, contending that the forward position gave superior results, that the straight drop drive and thrust gave more power and speed, that the limbs worked more like piston rods, and that the power could be better applied "all the way down" than by the push from the back position, seemingly clinching the argument by citing the fact that all the fast road and track riders to-day had adopted the forward attitude. But the first man was not convinced by any means.

"How about Arthur Zimmerman?" he flashed back. "Guess he knew something about riding a bicycle and he sat far back and pedalled with the true ankle motion, and his old legs used to fly around just a little faster than any one else's. And he rode with less effort than any rider on the track, too. In my opinion, the position he adopted was largely responsible for the quantity of the work he used to do—go out and ride and win four or five races in an afternoon, instead of one or two, as Bald and the others that came after him did."

At this point the "kidder" of the crowd broke in with the statement that the true secret of "Jimmy's" success lay in his large and fanlike ears. These, he maintained, "Zim" used to flap back and forth coming down the stretch, and that the propelling power thus generated made him at least three seconds faster than Windle, Tyler, Taylor or any of the rest of his old foes.

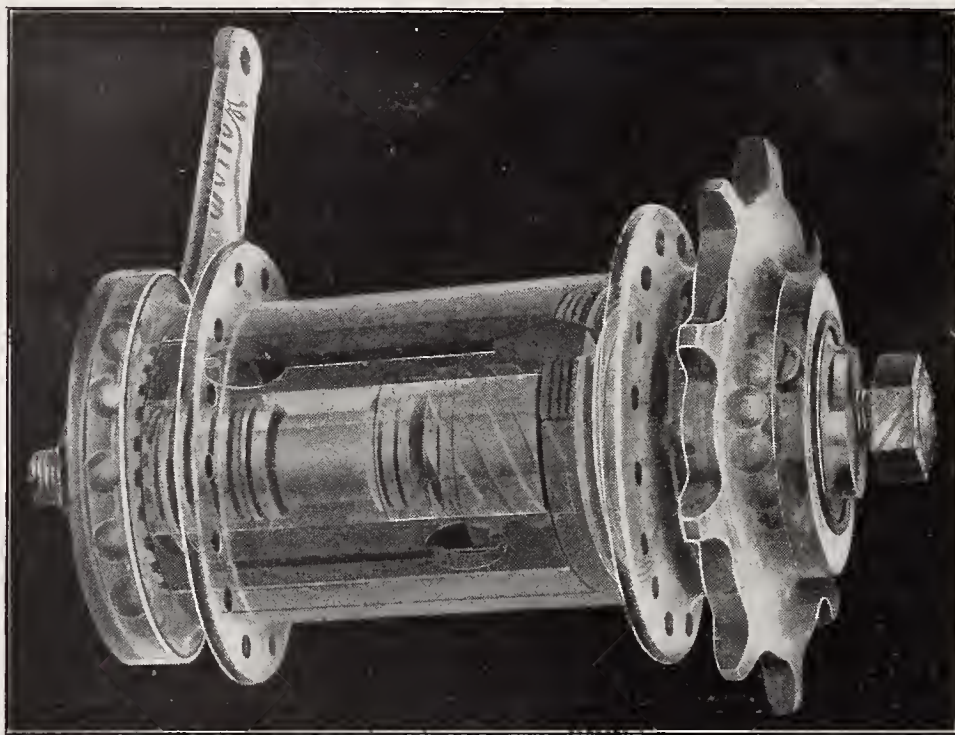
This was too much for even Ed Buffum, the Yale sales manager, who was present, while solemn John MacDowall's Scotch face was a study, and his "Well, now, what do you think of that?" broke up the party.

Cyclist Sues for \$25,000.

Charles E. Taylor, an Indianapolis, Ind., cyclist, has brought suit against the Indianapolis Street Railway Co. for \$25,000 damages. He claims to have been permanently injured by one of the defendant company's cars last summer. Witnesses say the motor-man was at fault.

“But do not overlook the fact that there are good and bad coaster hubs.”

(Extract from a repairman's letter in which he states that he fits on an average two or three a day in the busy season.)



All whiskey is good,
All girls are pretty,

but there's a good, better and best
in every class, and where coaster
brakes are concerned the

MORROW

is first and best.

Want copy of our booklet?

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

VANDEN DRIES ON TOP

Gains a Substantial Lead in Third Week of Home Trainer Tournament.

STANDING THIRD WEEK.

| Name. | Club. | Points. |
|------------------------------------|-------|---------|
| H. Vanden Dries, Tiger Wheelmen... | | 5 |
| H. Wallin, Monitor Cycling Club... | | 3 |
| D. B. Brown, Tiger Wheelmen.... | | 3 |
| Charles Martin, Tiger Wheelmen.. | | 3 |
| Charles Sherwood, Pellet Team.... | | 1 |
| C. P. Soulie, Tiger Wheelmen..... | | 1 |
| F. Erickson, Monitor C. C..... | | 1 |

Apollo Hall, 475 9th avenue, New York City, was crowded with interested spectators Wednesday night, when H. Vanden Dries and Charles Milkowait mounted the rollers for the first heat in the two-mile handicap of the third week in the Interstate home trainer championship, promoted by the Tiger Wheelmen. Each succeeding meet brings out a larger number of riders, with a corresponding increase in spectators, and Wednesday's meet proved no exception to the rule. Each heat was at two miles, and each man had to ride twice. The average time of each man counted for the finals, and each winner of a heat was credited with one point in the tournament score.

Charles Milkowait, who carries the title of "Rhode Island champion," was Henry Vanden Dries's opponent in the first heat. The title did not stand him in good stead, however, and Vanden Dries, riding from scratch, ran away from him at the start, although Milkowait had a handicap of two seconds. Vanden Dries's hand on the dial was far in the lead when the judge's whistle blew at the finish. Time, 2:52 2-5.

D. B. Brown, with a handicap of two seconds, outdistanced Charles Soulie, six seconds, in the second heat, and had no trouble in crossing first. Soulie gave him a hard ride for the first mile, but after that his energy seemed to give out, and Brown steadily increased the lead he got on the first jump. Time, 2:58 4-5.

In the third heat Charles Martin, three seconds, and H. Hintze, five seconds, rode, but the heat was uninteresting. Martin finished first in 3:10 2-5. The fourth heat was beset with difficulties. Milkowait refused to ride, and Vanden Dries had to ride alone. Considering this, he made very good time. He pedalled the two miles in 2:55 1-5.

Martin had three seconds' handicap on Brown in the fourth heat and finished first. Time, 2:48 4-5. The last heat was between Soulie and Hintze, and proved exciting enough for everybody. Soulie was in the lead at the half-mile mark, but Hintze humped himself and caught Soulie at the mile post. From there on they travelled side by side, until the last quarter. Soulie put on a terrific sprint and finished first in 3:39 2-5.

D. B. Brown was given first place, his average time being 2:53 4-5. Vanden Dries was a close second, with an average of 2:54. Charles Martin was third, with 2:59 4-5.

Summaries:
First heat—H. Vanden Dries, first; Charles Milkowait, second. Time, 2:52 2-5.

Second heat—D. B. Brown, first; Charles Soulie, second. Time, 2:58 4-5.

Third heat—Charles Martin, first; H. Hintze, second. Time, 3:10 2-5.

Fourth heat—H. Vanden Dries, first; C. Milkowait refused to ride. Time, 2:55 1-5.

Fifth heat—Charles Martin, first; D. B. Brown, second. Time, 2:48 4-5.

Sixth heat—Charles Soulie, first; H. Hintze, second. Time, 3:39 2-5.

Finals, average time counting—D. B. Brown, first, 2:53 4-5; H. Vanden Dries, second, 2:54; Charles Martin, third, 2:59 4-5.

The next meet will be held on Sunday, March 26, at 782 8th avenue. The races will start promptly at 2 p. m. As this may be the last meet in the tournament, it is desired to have a larger number of entries than heretofore. Entry blanks may be had on application to Harry A. Glieman, 782 8th avenue, New York.

N. C. A. to Lose its President.

The National Cycling Association will shortly have to find a new president. The present incumbent, A. G. Batchelder, will probably sever his connection with the organization on May 1.

He has just been appointed secretary of the American Automobile Association, and will take office on that date. It requires that he relinquish connection with cycling, and also with the newspaper craft, with whom he has been connected for many years.

Although there are very many who think to the contrary, Batchelder modestly states that he "never will be missed" in the N. C. A. According to his statement, R. F. Kelsey, chairman of the board of control, has been doing all that has been necessary, and that he (Batchelder) has been little more than a figurehead.

Winding Up the Century Wheelmen.

Judge McCall, of the New York Supreme court, has appointed Champe S. Andrews referee in the proceedings for the voluntary dissolution of the Century Wheelmen Realty Co. of New York, which was incorporated on October 25, 1900, with a capital stock of \$9,000. The assets consist of \$1,214 cash in bank and a claim for \$2,468 against the Century Wheelmen of New York. The Realty Co. formerly owned the clubhouse at 444 and 446 Amsterdam avenue, but it was sold last July. There are no liabilities.

Pedalled only Eight Miles.

"It makes me weary to hear people talk of the unreliability of motorcycles," remarked Edward Buffum, sales manager of the Consolidated Manufacturing Co., Toledo, Ohio, who was in New-York last week. "Last year I rode my Yale-California all of 12,000 miles, and of that distance I pedalled but eight miles. On that occasion an exhaust valve broke."

Harvard Motorcyclists to Organize.

Harvard University is about to show the way to the other big colleges; a motor bicycle club is now forming in the big Cambridge institution.

AMERICANS STILL WINNING

Lawson and McFarland Continue to Scoop the Money in Australia.

Iver Lawson and Floyd McFarland are keeping up their winning streak in Australia. At the Sydney carnival, which was continued on Wednesday, January 18, the first race, a half mile scratch, went to Ellegaard, with Lawson close behind, and Rutt third. Time, 1:03 3-5. Lawson reversed the order in the next race, a mile handicap, for which twelve riders lined up, with Ellegaard, Lawson and Rutt on scratch. The three soon had the race well in hand, Rutt doing the lion's share of the pacing. This caused Rutt's undoing in the sprint for the tape. He was unable to hold the pace, and Lawson and Ellegaard fought it out for first place, the American crossing first by only half a length. A. M. Clark, 50 yards, was third. Time, 1:59 3-5.

Ellegaard, Lawson and Rutt were the only starters in the half-mile scratch the following Saturday, and they finished in the order named. Time, 1:39 1-5. Lawson, however, easily proved his superiority over the foreigners in staying qualities in the five-mile scratch. He led the bunch all during the race and finished away ahead. Ellegaard was considered Lawson's most dangerous opponent, but his tire went out of commission in the third mile. Farley rode in second, with Walker a close third. Time, 11:45. On Monday Lawson rode two heats of a mile each against Ellegaard, and finished first in each. The time was not taken.

Floyd McFarland distinguished himself the same week by bagging three firsts and one third out of four races at Perth. This was McFarland's second appearance since his suspension has been raised, and the rooters "cheered themselves hoarse" when the American sprinter came on the track. In the one-mile handicap for the Morgan plate, McFarland finished first, but G. R. Morgan, a native Australian, who had a handicap of five yards, gave McFarland a true "sweating out," and was only beaten at the finish by half a length. Caisley, 95 yards, another Australian, finished third. Time, 2:07 4-5.

McFarland was also victorious in the five-mile scratch. F. C. Scheps clung tenaciously to his rear wheel, but the American showed him a few things about sprinting in the last lap. E. A. Pye was third. Time, 11:15.

The biggest event of the meet was the North Suburban. It was a handicap race at two miles, and rarely has such riding been witnessed in the Antipodes. O. Prouse, a speedy native rider, was given 180 yards handicap, and McFarland, of course, started from scratch. McFarland overcame the lead just before the last bell sounded. Although he was nearly fatigued on account of having sprinted the entire two miles, he dug into the pedals and did some phenomenal work. Gudgeon, 85 yards, and Prouse were even with McFarland. Just before the tape was crossed the American jumped quicker than the Australians, and barely managed to get over the tape first. Gudgeon crossed second and Prouse third. Time, 4:15.

Australians Who Appreciate American Bicycles.



Although the American bicycle is to be found everywhere, it is not usual for the foreign rider to forget patriotism to the extent of adopting its name or using it as the title of a team or club. The accompanying

photograph, however, is an instance of this sort. It represents the "Blue Streak" team of the Norwood Cycle Club of Adelaide, South Australia, composed of A. Lenthal, G. Richards, H. Teakle and W. Richards, and R. R. Russack, ex-five-mile champion of South

Australia, its manager. Mounted on Tribune Blue Streak cycles, which are apparently very popular in the "Colonies," this team recently won the fifty-mile road championship and the Premiership shield, one of the most coveted prizes in Australia.

Suggests a Side-Slip Contest.

They've a brand new idea on the other side. It is inspired by a correspondent who must have been reading the accounts of the British automobile non-skidding and obstacle contests, suggests that something of the same sort might be applied with not a little amusement to the spectators and some profit as well, at some of the spring or fall bicycle meets when the roads are not in condition to make long runs pleasurable. He thinks that very good fun could be gotten out of such an event, by laying a course of twenty yards or so with a mixture of mud and soft soap, and getting the riders to perform various evolutions upon it. The principal tests would be to ride over it at a fair speed, and at a given signal to apply the brakes, ride over slowly and endeavor to turn a corner, endeavor to make a double turn, and much ingenuity might be employed in arranging an obstacle course.

Perfect liberty would, of course, be given to use any form of non-skid attachment on the machines, and the comparative tests would no doubt help to show the merits of any useful invention. The side-slip danger is still a real one for all vehicles shod with rubber tires, and cyclists would benefit much by any attachment which would enable them to negotiate grease more safely than at present.

Such a contest would savor enough of the element of danger to hold the interest of the average American and rouse his enthusiasm to the highest pitch. The falls and other mishaps would be particularly laughable, but even these would be of value, as there is an art in knowing how to fall, and special practice would enable a rider to minimize the danger from that source.

"A bent crank was the only outward and visible sign, and that was easily repaired; but how can one repair a broken faith in immunity from side-slip?"

Those introspective British brethren over the sea are still worrying over the skidding question, and still lack a certain degree of confidence in their ability to bicycle. The above quotation from one of *Bicycling World's* contemporaries is absolutely plaintive in its last appeal.

The writer then continues philosophically with the statement that a long wheel base is a very effective preventative of side-slip.

"A machine I once rode," he says, "measured forty-six and one-half inches between front and rear spindles, and it was decidedly steady on greasy surfaces. Tandems, for example, are far less prone to slip than singles, as most tandem riders will bear out. A low saddle position, providing the handle bar is correspondingly adjusted, gives one greater command over the machine, and there is

the additional advantage that in the event of a slip, one can put out a foot to save a fall. A fairly wide handle bar gives still greater command of the front wheel, but the real secret of maintaining a balance in treacherous places, is the ability to pedal perfectly uniformly with that complete unison between bicycle and rider which at once denotes his experience and skill in the gentle art of cycling."

Now all this is very correct and very well put, but didn't he know all about it a long time ago? That the lower the centre of gravity is kept, the easier it is to balance the structure, is certainly not a new principle. That long wheel base, widely spread bars and a low hung saddle can conduce to a great deal of stability, is very well known. But that about the "complete unison . . . denoting skill and experience," is equivalent to saying that the best riders ride best, and requires no very intricate process of reasoning to unfold its proof.

When one sees children pedaling along in crowded traffic, one often wonders at their lack of fear, and often shudders for them at the dangers of which they take no heed. But "they that know nothing, fear nothing," and the supremely naive self-confidence of the child is just the element which strengthens the efforts of supple muscles and fresh alert senses, to give that complete control of the machine, that increasing precision in taking what would be for another, a reckless chance, and well nigh eliminates for the novice, the elements of real danger.

NO MYSTERY INVOLVED

Every Day Horse Sense the Only Requisite of Battery Maintenance.

Common sense more than expert electrical knowledge is what the motorecyclist requires to aid him in looking after his battery. And this prime quality so common in name, but so rare in humanity, should indicate to him that the battery is not an unfathomable mystery, the workings of which surpass all understanding. He should not regard it with awe, but set about to learn its principles of action—for, like all human inventions, it is not constructed haphazard, but on well defined lines, and their simplicity and the ease with which they may be mastered will doubtless transform the awe inspired regard of the average motorecyclist for his battery into one of contempt.

As is well known, the term dry battery is a misnomer; it is not dry in any sense of the word, and when it does dry out, its life vanishes with the moisture, for, like every battery, its current is produced by chemical action, and the latter does not exist without moisture or change in temperature. Dry in this connection merely means absence of a quantity of liquid and consequent freedom from stopping over. It is what is known as an open circuit battery—that is, no current is produced except when the circuit is closed, and it is designed to give a relatively large output at a low voltage, only for very short periods and intermittently. If allowed to remain in a closed circuit, it will become almost exhausted in a remarkably short time, frequently giving absolutely no sign of life after five minutes or less. Breaking the circuit and allowing the battery to recuperate will, however, restore it almost to normal capacity, according to how long it was on continuous closed circuit, how old it was when subjected to this treatment and how long a time it has been allowed in which to recover. If comparatively new, its recovery will be even more rapid than its exhaustion, and in a minute or two it will again produce a normal supply of current, as if nothing had happened. This is why the short circuit is the greatest bete noir of the motorecyclist; his battery dies while he is engaged in looking for the trouble. When he has located the cause the battery fails to respond, and he is in a quandary as to whether he has really succeeded in finding the breakdown or not.

If there be the faintest inkling that a short circuit is at the root of the matter disconnect the battery at one of the binding posts without delay, and then the investigation may be prolonged indefinitely, testing with this loose end as it proceeds. Should the motor run spasmodically, gradually getting weaker and finally stopping, and then after a five or ten minute seance of "bug hunting" restart without anything defective hav-

ing been located, and just as if nothing had occurred, this means as plainly as if it were shouted into the rider's ear by a patent phonograph attachment that the battery is in its last throes, and these intermittent spurts are but its dying gasps.

There are a few desperate remedies that may be resorted to should this occur far, far from home or "facilities." If nearer home or a repair shop, patience and nursing may suffice to prolong its ebbing life until one or the other can be reached. In the former case take out the cells and make a small hole in the pitch seal at the top with a screw driver, pencil or something similar, which should be poked down an inch or two into the filler of the cell. Into this hole pour a little warm water and let the cells stand. Should they show signs of absorbing it very readily, use



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more—sufficient to saturate the contents of the cell. If a little sal-ammoniac can be procured a solution of it will produce a revivifying effect akin to that of pure oxygen on a dying man. Failing this, common salt, a little vinegar or sulphuric acid added to the water will greatly increase its effect, but if not obtainable, fall back on the aqua pura and give the cells a good drink, allowing them time to absorb it; then wipe dry the cells carefully and replace them. If not too far gone, the treatment may add several hours, in some cases days, to their useful existence.

Should the breakdown occur near an electric light plant, an obliging attendant may consent to give them a charge of "juice," which they will retain for a time, but this is indeed a desperate remedy seldom resorted to. An injection of alkaline or acid solution as just described is nothing more or less than new blood to the battery, and where it fails, all other things being in working order, over the nearest fence is the only place for that battery. It will mean a few

less pounds to push, but do not do this unless absolutely certain that it is beyond all hope, as a half or even three-quarter dead battery is far better than none.

The cause of this loss of life has already been mentioned; the benefits to be derived from the treatment recommended will better be understood when the construction of the battery itself is explained. It consists of the usual elements, carbon and zinc, the latter forming the containing case, the former in the shape of a plate inserted in the centre, insulated from the bottom of the containing case by a small block of wood or something similar. It must, of course, not be allowed to come in contact either with the bottom or walls of the zinc element; otherwise an internal short circuit is the result, and the cell is worthless in its inception. Around this carbon element is tightly packed a mass of manganese dioxide or other non-polarizing substance mixed with sawdust. The function of the last is to absorb and retain the vitalizing solution of sal ammoniac with which the whole mass is saturated. Sealing with pitch prevents evaporation, and the cell, when inserted in a cardboard case, is complete. This trimming of cardboard is not for the looks of the thing, but as a protection against short circuits by preventing the zinc case from coming in contact with any metal parts, or of an adjacent cell when standing together.

This non-polarizing substance is what enables the battery to recuperate so rapidly after being on closed circuit too long, and in addition greatly prolongs its life.

To guard against short circuits then must be the motorecyclist's watchword, and a knowledge of what causes them and where they are most apt to occur will, of course, be the best preventive of aimless wandering all over the system to locate the invisible leakage of the current.

The starting point of all ignition "bug hunts" is the removing of the plug from the cylinder and a test by laying it on the latter and turning the engine over once or twice. If it sparks all right, cuss the ignition for being in order once, and proceed to investigate in other directions, if not, look for the ubiquitous "short."

In order to save wiring one lead of the battery is "grounded," that is, connected directly to the frame of the machine at any convenient point. As this wire is short and direct, not coming into contact, as a rule, with any moving part, it may well be considered last when looking for trouble, as it rarely, if ever, will prove the moving cause. The battery itself is usually well protected by its inclosing case, and seldom causes a "short," so probably it is just as well to put it down as the next to the last step in the progression, except as already advised, to instantly disconnect it, and after a few minutes' hunting wipe the wire end across the binding post for evidences of life, for the current is indispensable to a test. Dirt or corrosion may have coated the connections, and they are enemies always to be guarded against by filing such portions when plac-

ing, and to screw down tightly. This brings to view another step in the process. Look for the evil results of excessive vibration and jolting in the shape of a broken or chafed wire, of a missing nut or screw from a binding post that has dropped and released the wire. These will be patent evidences of fault, with the exception of a chafed spot, which may not be so easy to locate. The most difficult mystery to unfathom will be the wire that has parted inside of the insulation without giving any external evidence of the rupture. Feeling along the wire and bending it slightly every inch or so will reveal this, also.

Failing the location of fault in the connections or wire itself, examine the make and break mechanism on the motor itself; look for loose parts, a broken or worn out spring, a piece of metal out of place, dirt or any of the hundred and one trivialities that cause the system to suspend until the obstruction be removed. Trouble may possibly be located at the coil, but this is another extremely remote possibility. The battery itself, its connections or the vibrator will in the great majority of instances prove to be the source of the trouble.

Evidence of Scranton's Prosperity.

No signs of decadence are shown by the Scranton (Pa.) Bicycle Club, if its annual report is taken as a standard. Fifty-four members were admitted during the year, making a total of three hundred and seventeen, and the treasurers' report shows a comfortable balance in the club's treasury.

The following officers were elected at the annual meeting: President, Charles R. Fuller; vice-president, C. A. Godfrey; secretary, H. R. Van Deusen; treasurer, J. W. Dusenbury; captain, Dr. G. E. Hill; directors, F. E. Beers, W. F. Boyle, E. D. Fellows, H. S. Gorman, A. E. Moat, W. J. Northup, Robert Peck and F. H. Stair.

Wanted—a Patron Saint.

Cyclists have no patron saint, and greatly mourn the fact that, while most trades and bodies have their ancient patrons to look back upon, they are unable to point to their first champion, wails a foreign contemporary. There are two candidates for the honor, but which of the two to choose they cannot decide. One is St. Catherine, who was tortured on a wheel. She is sometimes referred to

as the "old maids' " saint, as the bicycle is looked upon by some women as a hindrance to matrimony. Probably St. Germain would receive more support were the question put to vote, as he has a fine record behind him. Legend credits him with having crossed the channel from Great Britain to Cherbourg on a wheel-shaped vehicle, with the laudable object of freeing that country from a terrible dragon. Such an impression did his machine make on the monster that it is said to have died of sheer fright.

Westchester Chooses Officers.

The Westchester County Wheelmen, of Mount Vernon, N. Y., have elected the following officers for 1905: President, George Simpson; vice-president, John M. Davis; secretary, Charles Nichols, Jr.; treasurer, F. H. Southard; financial secretary, Frederick A. Travis; directors, Elbert H. Travis, Frederick A. Travis and Charles Nichols, Jr.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***



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They will prove to be the best advertisement of your business that you ever had, because they will render your store front so striking and so splendidly attractive that it cannot be overlooked.

Save your NEVERLEAK "Brass Sign" certificates. One is inclosed with each dozen 4 ounce tubes. Twenty-four certificates will secure a pair of these signs, absolutely free. One sign for 12 certificates. These signs have hand-engraved, black enamel filled letters. Size of signs, 12 by 15 inches.

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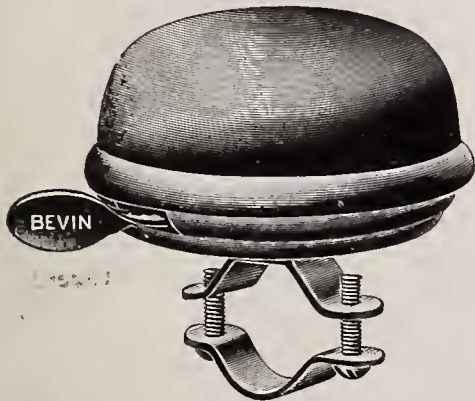
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Why not give him the best on
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One that is useful as well as
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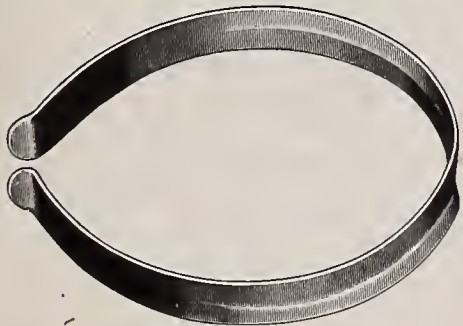
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Bevin Toe Clips



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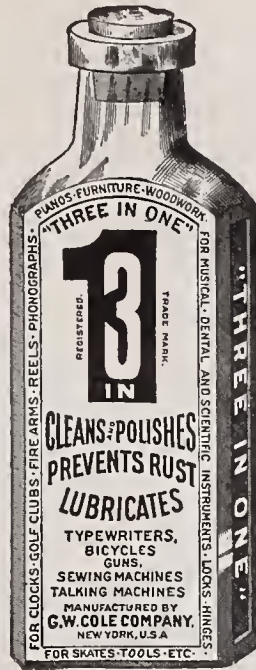
Trouser Guards,



but every wheelman needs them
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They mean a further addition to
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Doubling Sales

regularly and keep it up—that's
"3 in One's" record for over
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If "3 in One" didn't make users
happy could this happen?

If "3 in One" didn't make deal-
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We can help you double your
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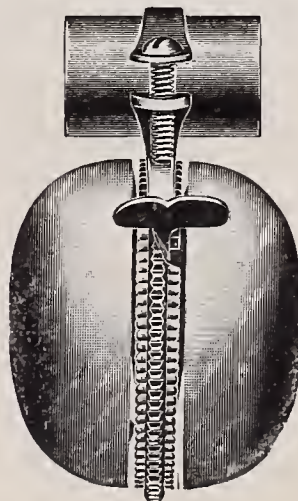
We'll bring new customers right
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Write your jobber at the same time
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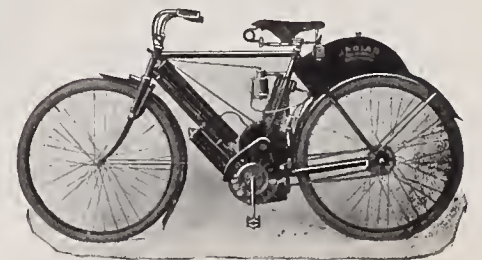
are being heard in the land:

"It's just as good as the INDIAN,"

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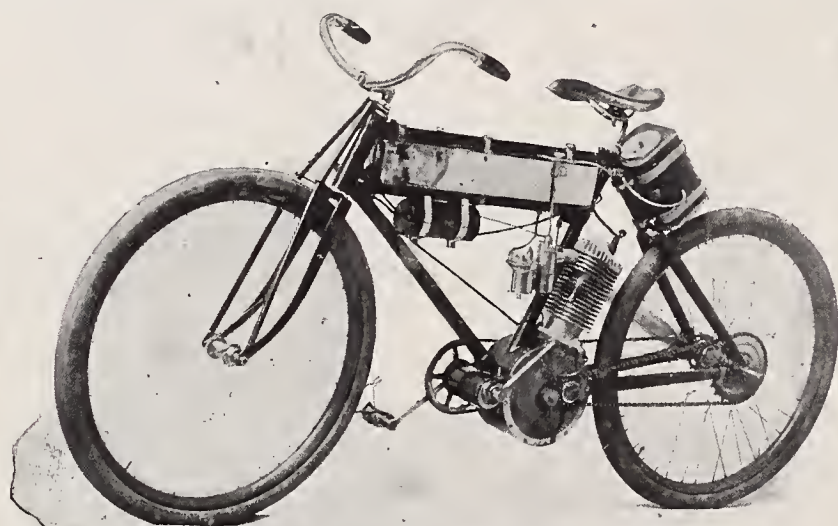
That England, the home of mysterious adventure and romance, has by no means exhausted her resources in the way of spooky adventures, and that the process of modernization and the continued and somewhat hackneyed use of the departed spirit in works of fiction, has not in the least dampened the ardor of that persistent shape, but

has, on the contrary, spurred him on and kept him abreast of the times, is well shown by the following incident, which is quoted from an official of a well-known Brighton corporation. He says:

"I was cycling along the lonely road from Shoreham to Brighton late the other night when I heard another machine coming up behind me.

"I looked over my shoulder, and, noticing that the stranger's lamp was not burning, was about to draw his attention to the fact, when, to my horror, I found that his body was transparent. I could clearly see through him the trees bordering the road. Entirely losing my nerve, I scorched my hardest, but the thing overtook me, and when some yards ahead vanished."

This is not the first time the ghost is said to have been seen on the road.

**BUCKEYE MOTOR-CYCLE**

**Neat in appearance, Simple,
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MORE UP-TO-DATE FEATURES THAN ANY OTHER MOTOR-CYCLE MADE.

It is chain driven, but has an ingenious friction disc in rear hub that compensates for motor shock. **NO MORE BROKEN CHAINS.**

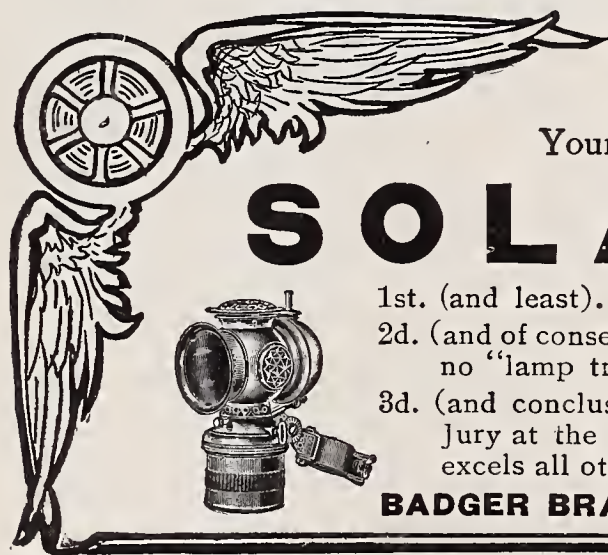
HAS ONE LESS CHAIN than any other. It is geared back with pair of spur gears inside engine crank case, and only has one driving chain.

AMPLE POWER. Motor, 3 H. P., built in frame.

PRICE, \$140.00

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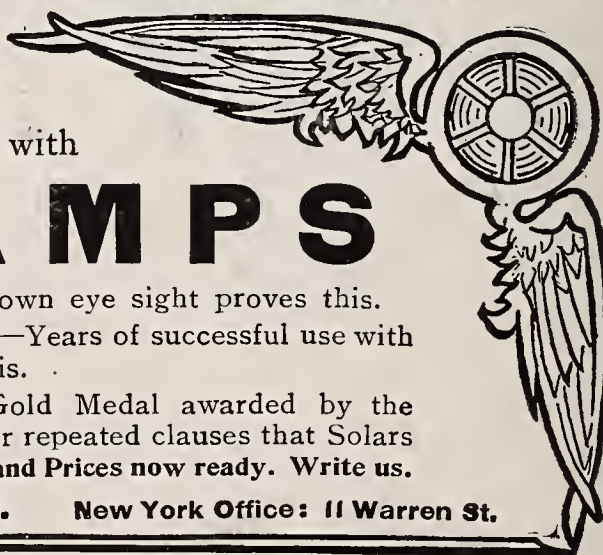
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SOLAR LAMPS

- 1st. (and least). **SOLARS ARE HANDSOME**—Your own eye sight proves this.
- 2d. (and of consequence). **SOLARS ARE RELIABLE**—Years of successful use with no "lamp troubles" has abundantly proved this.
- 3d. (and conclusive). **SOLARS ARE BEST**—The Gold Medal awarded by the Jury at the St. Louis World's Fair confirms our repeated clauses that Solars excels all other makes. 1905 Samples, Electros and Prices now ready. Write us.

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Manufacturers of Bicycles, Jobbers and
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PARTS of the
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I have concluded to sell
parts only to the general
trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers,
or from A. SCHRADER'S SON. Price List and description of
parts sent on application.

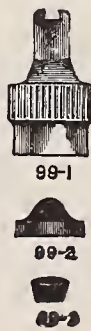
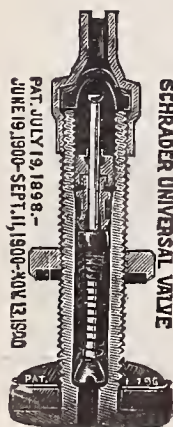
SIMPLE AND
ABSOLUTELY AIR-TIGHT

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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume L.

New York, U. S. A., Saturday, March 25, 1905.

No. 26

GOSHEN GOES UNDER

Cheap Tires Helped Bring About its Undoing—Liabilities are Large.

The Goshen Rubber Co., Goshen, Ind., is in the hands of a receiver. His appointment followed the action of a Chicago varnish company in petitioning the concern into involuntary bankruptcy. In round figures, its assets are placed at \$100,000, and its liabilities at \$60,000.

Although little known to the trade at large, the Goshen Rubber Co. did a considerable business in cheap tires, contributing its full share to the flood of no-name and many named varieties that deluged the market. Lately its business shrank to such proportions that of late it has cut no figure in even the cheap tire trade. It then sought to keep alive by engaging in the manufacture of rubber hose and other rubber specialties, but to no good purpose, as the receivership indicates.

New Link for Diamond Chains.

The Diamond Chain & Mfg. Co., Indianapolis, Ind., was incorporated this week under the laws of that State, with \$400,000 capital, for the purpose of taking over the chain business of the Federal Mfg. Co. The finishing touches to the transaction are now being placed.

It has been known to insiders for some little time that L. M. Wainwright, manager of the Diamond chain factory, held an option on the plant, and that such a move as has been practically consummated would be brought about. Mr. Wainwright, of course, is one of the incorporators. His associates are E. Dummayer, H. B. Hibben, C. E. Coffin and O. B. Jamison.

Tire Factory Escaped the Fire.

Although press dispatches stated that a part of the plant of the International A. & V. Tire Co., at Milltown, N. J., was destroyed by fire on Tuesday night last, such was not the case. The building destroyed was owned by the tire company, but was leased and occupied by a wholly different concern in no way affiliated with the tire trade. The International plant itself was not even scorched.

New Model from Bay City.

"A model of distinction" is what the new National, Model 81, is styled by the National Cycle Mfg. Co., Bay City, Mich. It was created since their catalogue was issued, and was placed on the market only a fortnight since.

In the words of its makers, "it is no better than other Nationals, but it's different, and consequently has some new talking points." The rear forks have been shortened, bringing the tire close to the seat mast tube; the front forks have been straightened, leaving just sufficient toe clearance; the fork crown is a new style of flat forging, changing the appearance of the front of the bicycle.

The equipment is the best to be had. It includes one-half inch pitch roller chain and sprockets, $\frac{1}{8}$ inch wide, a new style finish on the rims, Persons saddle, Hussey bars, and enamel light blue with a red head. Options are limited to the following: 20 and 22 inch frame; flat forged crown; sprockets, 22 and 23, 7 and 8, $\frac{1}{8}$ inch only; enamel, National Blue with Red Head, or plain National Blue; $\frac{1}{2}$ inch pitch chain, $\frac{1}{8}$ inch only; Hussey No. 6 or National No. 7 extension handle bars; $\frac{1}{2}$ inch pedals; Palmer road tires, $1\frac{1}{4}$ inch, or Palmer track tires; Persons' special saddle; rims finished in white, blue and gold.

The Retail Record.

Tifton, Ga.—Joseph Anderson; fire; loss, \$350.

St. Louis, Mich.—Lorquer & Ferris, fire; total loss.

Middletown, Conn.—William Briggs, opening repair shop.

Quincy, Mass.—Quincy Sporting Goods Co., fire; damage, \$700.

Seeking a Standard Rim.

La Chambre Syndicate des Fabricants de Pneumatiques—in other words, the French Pneumatic Tire Manufacturers' Association—has appointed a committee to inquire into and report upon the advisability of a standard rim for cycle tires.

Makes a Morrow for Racycles.

To add to the completeness of their line the Eclipse Machine Co. are now producing a Morrow coaster brake threaded to fit the rear hub of the Racycle. It is, of course, carried in stock for immediate shipment.

"BUSINESS NEVER BETTER"

So Says Visitor from Denmark, but Germans Control the Bulk of it.

While here Carl Simonsen, of the jobbing firm of Simonsen & Nielsen, Copenhagen, Denmark, who has been making one of his periodical visits to this country, fully confirmed the report of the splendid condition of the cycle trade in Denmark, recently made by the American consul at Copenhagen and printed in the Bicycling World.

"The business was never better," he said, "and the outlook is as good."

Mr. Simonsen stated, however, that the bulk of the business is now in the hands of the Germans, who overrun the country. Of thirty-two jobbing houses in Copenhagen but two handle American goods. The others all deal with German wares, the long credit which they are able to obtain on them being an inducement that few are able to resist. Simonsen & Nielsen are one of the two firms that remain true to American productions.

Mr. Simonsen reports a big demand for coaster brakes in the Scandinavian countries. His house alone sold upward of twenty thousand of them last season.

Sales of Second-Hand Tires.

Although it is not generally known, there is considerable trade in second tires—the high grade brands, it is almost unnecessary to add. They are bought by riders who cannot, or will not, pay the prices of new goods, and are yet keen enough to save money or to prefer a used tire of reputable manufacture to the shoddy, unknown article.

Usually such sales are all "velvet" to the dealer or repair man. The old tire has usually been taken from a bicycle on which new tires have been substituted, and by judicious repairing or vulcanizing and chalking or sand papering the surface it is made serviceable or good appearing. These old tires bring from 75 cents to \$1.75, and occasionally more.

During January Great Britain exported motorcycles to the value of \$13,495. During the same month its imports of the same goods totalled \$13,735.

WHEN MOTORS LOSE POWER

The Most Likely Causes of it and the Best Remedies to Apply.

Carburettors have been aptly termed the lungs of the motor, and following the simile logically, the intake and exhaust valves are its means of breathing.

The importance of keeping the first in working order has been dwelt upon to an extent that scarcely calls for further enlargement, but the necessity of watching the latter is something only too apt to be overlooked by the motorcyclist who has not familiarized himself with the thousand and one ills that his power is heir to. Of the intake little need be said—the fresh air that a man breathes never hurts him—it is the foul gas that is injurious.

The result of the explosion in the cylinder is a combination of injurious gases at a high temperature, extremely detrimental to any metal with which they come in contact. As practically their entire volume is centered on the comparatively small area of the exhaust valve through which they are ejected with considerable force, this results in consequence. This will occur to the greatest extent where necessary to tax the motor while at the same time its travel is slow, as in mounting stiff grades. Under such conditions the temperature of the entire motor, and particularly the exhaust valve and opening, reaches a point far above normal, and the superheated gases get in their finest work.

This may be counteracted in part by shutting off the spark and mixture and lifting the valve when running down hill, but keeping the motor in gear so that the piston will draw in cool air, and not only effectually cool the valve and openings, but also scavenge the cylinder clean of all burnt gases.

Signs of trouble here will first appear from this cause in the shape of gradually decreasing power of the motor, due to compression lost through the exhaust valve, which on examination will reveal numerous pittings over its surface and a general tendency not to seat closely, varying in degree with the virulence of the malady. This means regrinding, and unless accurately done, it will be economy to turn the job over to more competent hands at the outset. But there is no reason why the average motorcyclist cannot perform the operation just as satisfactorily. Not even a modicum of skill is required, merely common sense.

Access to the valve must first be obtained by removing any of the parts that happen to be in the way. If rigidly fastened so as to prevent its turning, this must also be removed. Lift out the valve, and if the trouble is not due to sooting—choking with carbon, arising from the use of improper lubricating oil, which will be apparent from the condition of the valve and its seat, wipe the latter clean and then smear both faces with a paste

made of emery flour and heavy oil. Take a screwdriver bit, inserted in an ordinary brace, and by means of the slot in the top of the valve revolve it in its seat, paying particular attention at all times, however, to maintain it perpendicular or true. Don't look for results after a few turns, because it's a tedious job at the best and takes time and patience, considerable of the latter where a bad case of "pox" is under treatment. If the valve and its seat have lost "all the settings out of their faces," it means an all day grind, most likely.

The progress of the cure may be noted from time to time by lifting the valve out and noting its appearance. After some minutes' steady application isolated bright spots will show up all around it. By occasional fresh doses of the poultice and continued turning, always true, these spots will gradually spread more and more, until they meet. A perfect job means turning until the bright spot covers the valve and its seating entirely, until there are no holidays or dark patches left, but if quick results are wanted, the operation may cease when a bright circle, representing a fair proportion of the entire surface of the valve, extends all the way around it and the seat at the top—don't forget the last, because that's where the leak, if any, will be. Then remove every vestige of the emery by a thorough cleaning with kerosene or gasolene, and replace.

Should the trouble prove to be nothing more than an excess of soot, and instances have been known where the deposit of carbon or soot has actually caked or formed a small ball, that held the valve partly open, preventing the valve from seating properly, the remedy is much more simple. A liberal dose of gasolene and a cleaning will do the work and better lubricating oil will prevent a recurrence of the trouble. When black smoke issues from the exhaust regardless of the adjustment of the mixture, the lubricant is at fault, and any rider gifted with a normal nose will be able to detect it at a smell, as it is the burning of the oil that causes it. If the motor works hard at first after standing any length of time, this may doubtless be traced to the lubricant also. It has gummed hard and stuck the piston and valves in place. Squirting a little gasolene on them and in the cylinder when putting the motorcycle away after a ride will prevent this.

The same causes, deposits due to bad gas and burnt lubricating oil, also serve to clog the muffler and thereby cause an often mysterious loss of power. Thoroughly scalding the muffler with potash is a cheap, quick and efficacious remedy.

No Opening in Tasmania.

"There is no opening for imported bicycles here, as the market runs at present; the local builder has made his reputation and will take a lot of beating," is the report from Tasmania.

George P. Jenkins, 10 West Sixtieth street, has been appointed New York agent for the Yale-California motor bicycle.

"FREE WHEELS" UP AGAIN

Another Man Bobs Up with a New Opinion, but Avoids Coaster Brakes

Over the sea they can never seem to get over discussing the "free wheel," but, instead, are forever arguing its pros. and cons. One contributor looks upon the matter in this wise:

"Although a strong advocate of the free wheel, riding, as I do, thousands of miles yearly on one, I would like to point out that there is a great deal of misconception about them. They have, doubtless, been good for the trade, and are a delightful 'fitment' to a touring machine, for there is great pleasure in coasting down long hills, but a great many exaggerated claims have been made for them. It is a great mistake to imagine that free wheels enable the cyclist to ride further and faster with less fatigue than a fixed wheel. All they do is to provide a novel and pleasurable variety to one's riding, which the majority of cyclists sadly abuse, with the result that they ride less and slower than they did on fixed wheels."

His idea seems to be that with this device there is a temptation to take advantage of every little declivity to coast, and that as a result very little ground is covered except by making heroic efforts on up grades.

And, again, he says that the impression has been given out that while coasting the rider is resting, and that this helps him cover more ground and at better speed than otherwise, but that, as a matter of fact, there is but little real rest in it, and that the frequent brief respites from pedalling get one into a sort of lackadaisical mood, which makes work of any sort a burden. The free wheel, then, according to his idea, conduces to slothfulness. For if it did not, he suggests that the road racers would by this time have taken them up, but one does not find twenty-four hours' road riders using free wheels, as they quickly would if they really enabled them to "go further and faster," as so glibly claimed.

So he concludes, "If a rider feels any fresher after a long ride on a free wheel, other conditions being equal, it is because he has taken longer time over the distance. Thus as a speed and distance accelerator, the free wheel is a failure, and such should not be claimed for it; but as it provides a delightful variety to riding it is distinctly worth having, and quite an acquisition if used and not abused."

As nearly everyone well knows, the free wheel is nothing more nor less than a coaster brake with the brake left off—a half-grown brother of a very good thing, as it were. And Americans and others who live here got over discussing the principle involved quite some time ago.

In England there is a class of riders whom the cycling press have fondly termed "scorch-

ers," and in America and everywhere that the bicycle is known, this class of people is well represented. But they do not, as a class, represent the bulk of riders, nor are they the constituents of the better element.

It is they who sweat and puff and toil in an effort to establish a record here or there or to keep to a certain schedule. It is they who, hot and dusty, toil along the highways, and by the dirty hard work they make of it do much to prejudice the public without the pale against the sport of cycling.

But there is another class, like the first, made up of men and women from all walks of life, who ride for pleasure, for health, for what there is in it, but in a leisurely, sensible way as is befitting a recreation. These are the conservatives who are not infrequently driven off by being classed among the grimy scorers, to whom otherwise the use of the bicycle would be of the greatest benefit. They are the ones to whom the free wheel principle naturally appeals. It is they who ride for the pleasure of riding, who ride to "get there," but to get there comfortably.

Now, did anyone ever really believe that a device which tends to foster the coasting habit could at the same time tend to increase the pace and the distance covered? Possibly, but not for long, for a very brief trial ought to show that as an increaser of speed, or travel, or power, which amount to the same thing in the end, it is a paradox. But if, instead of merely a silly "loose" wheel, over which the rider has no control except on level or ascending ground, these same Britishers would complete the device by the addition of the hub-contained brake, they would find that, besides furnishing "a novel and pleasurable variety" in riding, they would obtain a more complete and better control of the bicycle than is obtainable in any other way, and they would most naturally and easily save that energy expended in slowing up for curves or obstructions and the greater energy thrown away in back-peddalling, which, with the simple "free wheel," is impossible. They must needs have recourse to hand brakes, and in emergencies one must "feel" or reach out for such brakes, and on long grades fingers become mightily tired holding them.

One Sign of Promise.

"There is one good sign which has already appeared," said F. A. Baker, of F. A. Baker & Co., metropolitan agents for the Pierce bicycle, "and that is the number of reorders for high grade bicycles—Pierces, I mean—that have already come to hand. The volume is sufficient to cause remark, particularly as most of them have come from small agents, who nowadays are rarely heard from after they have paid for their sample machine. It is the more surprising," added Mr. Baker, "as I only last week returned from a trip through my territory—Long Island and New Jersey, where I found some parts of the country still sprinkled with snow, while in others thaws were simply succeeding each other."

HOW TO SELL MOTORCYCLES

Best Shown by These Instances of What Certain Dealers Left Absolutely Undone.

"If you could only see the lack of gumption displayed by the average dealer, and learn how little real effort he makes to sell motor bicycles, you would not wonder that so many of his kind complain that such goods do not sell better."

This was the observation of a motorcycle travelling man, who recently "swung around the circle.

"Some of the men, I am firmly convinced, are so afraid of the machine that if they ever rode it, it was only while the rear wheel was suspended in a stand. I can take you to two places, within 150 miles of New York, and show you two dealers, who, as I am almost ready to take my solemn oath, have never had their machines outside their stores; one of them is a big concern, and the other a little fellow, but the tires of both motorcycles are practically unsoiled, proving how little they have been used. I doubt if they have ever been ridden at all; the appearance of the tires certainly indicates that they have never been wheeled more than across the store.

"Why such men should invest their money in a motor bicycle is more than I can understand. This is an age of demonstration in everything, from food to automobiles; the buying public desires to be 'shown.' The fact had ought to occur to any men in whom the business instinct is alive, and particularly those who are dealing with such a comparatively new article as the motor bicycle. The average individual fancies that it is a dangerous implement, and nothing so quickly and so effectually removes the idea from his mind as a short ride; nothing so quickly makes a sale as a longer ride, including a few rushes uphill.

"I went into one big town," continued the traveller in a tone of unfeigned surprise, "where I knew that our agent had a machine, and in consequence I did not even take the trouble to uncrate my sample; I left it at the railway station. Imagine my surprise to discover that Mr. Agent had no machine in stock. He admitted that he had ridden it 'a little' and had sold it. He said that it had given great satisfaction, but I could not draw out from him that he had ever made an effort to sell a second one. By diligent inquiry I brought out that there was a rider of a rival motor bicycle in the city who had been complaining that it was not equal to the hills in the vicinity. I induced him to send for the man, and meanwhile I brought my machine from the depot. When the dissatisfied customer arrived I placed him on it and bade him ride as far as he liked. He rode

about twelve miles, visiting the hills which had previously balked him.

"Well, did you find the hills?" I asked him on his return.

"Hills?" he said. "I didn't know there were any. You can take my order for an—right now," and the man actually placed the order on the spot.

"While he was absent a cyclist happened into the store, and I engaged him in conversation. I asked him if he would like to try a motorcycle, and found him only too ready to do so. When the first man returned I gave the newcomer the few necessary instructions and sent him away. He was back in less than half an hour, and, will you believe it, I then and there booked his order also.

"This was two sales made in less than an hour, and in the very presence of the dealer himself. I made him give me an order for several additional machines, and I think that he, at least, now realizes the value of demonstration.

"In another place I visited, and where the roads in all directions are simply superb, I happened in on one agent, and, without disclosing my identity, engaged him in conversation. He had a machine in stock. Had he ridden it? 'Not very much,' was his response, given in such a fashion that I knew he had not ridden it at all.

"After some further talk I told him who I was, and he apologized for his seeming lack of interest in motorcycles, and pleaded in extenuation that his time was devoted to other branches of his business. He said, however, that his chief salesman had made use of it, and when the latter came in from luncheon I nailed him on the spot.

"He also haltingly admitted that he had not used the machine much. I talked to him in such a strain that he finally consented to accompany me on a ride.

"When we lifted the machine out of the rack the engine would not turn over. He did not appear to know what was the matter with it; accordingly I let him have my machine, for which I had sent in the meantime, and I took the other one. Although I squirted a lot of kerosene into it, I had a terrible time getting it started. I really never pedalled so hard before, but finally I got it going, and when we had ridden a few miles and the engine had become heated I found the cause of the difficulty; the motor had simply been flooded with oil, and as the machine probably had been standing unused for weeks or months, it had gummed the engine to such an extent as I had never before thought possible. When I opened the drip cock at least a pint of old oil ran out.

"I made no sales for this man, but extracted his promise to 'be good' and give the machine a chance in the future.

"These are but a few instances of many. As I said before, if the agent himself does not ride and go out of his way to induce others to ride, he may as well get rid of his motor bicycle at the first opportunity, as he will do neither the business nor himself any good."

NEW MODEL—JUST OUT. NATIONAL, No. 81.

It has not been shown, but is now ready for you.
Get your order in now for a sample. We don't want
more than that, for it's a winner, and the orders will
come fast enough after it's seen.

Wake Up Your Trade with Something New to Talk About.

WRITE US TODAY.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts
of names by all sorts of people at all sorts of prices. The makers
were ashamed to put their own names on them. There are lots
of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also
be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave.

Chicago, 1251 Michigan Ave.

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 393 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
MONTREAL, CANADA.

ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 25, 1905.

"To-day is the time for laughter;
To-morrow the time for tears,
Whatever may come hereafter,
Whatever of woe with years;
To-day is the time to borrow
The best that the gods can give.
We can sorrow, if need be, to-morrow,
But to-day is the time to live!"

Why Not Local Shows?

A national cycle show is now practically impossible, but if they will only see it, where three or more dealers exist, a local show is not only possible, but will prove in the nature of a trade stimulant the like of which in other form cannot be conceived.

The local show idea was always a good idea, of which the most was never made, and which really was exploited during a period when bicycles required no exploiting. But they need it now, and wits should be exercised to that end.

In the heyday of cycling all were denominated local shows that were held outside of New York and Chicago, and they occurred in the larger cities at that. The smaller places then considered a show quite beyond them. It is in these smaller places that such shows may now be conducted to best advantage. No community supporting a newspaper is so

small that it does not boast at least one hall suitable for such a display of bicycles and which is not so large that an exhibit of the sort will be "lost." It is usually to be had for a trifling sum each night, and "happenings" are so rare that anything to which the term "show" is affixed proves a welcome break in the monotony of the town. It usually is sufficient to bring in the country folk from miles around.

If the dealers will sink their rivalry and acquire "sand" enough to hire the hall, advertise or placard a free cycle show, with concert by the Bazooville String Band, display twenty-five or thirty or fifty bicycles and two motorcycles—"seventeen different brands, all under one roof," as the circus man would say—and set them off with tires, lamps, two speed gears, coaster brakes, etc., there is small doubt but that the crowd would come and see and talk more of bicycles than they have seen or talked for many long days. There are thousands of men, and more women, to whom the coaster brake and the two speed gear is a sealed book. Such articles—not to mention motorcycles—cannot well fail to interest them.

The "spring opening" is very much better than nothing, but local shows such as we have suggested are of more force and influence than all the "openings" ever conducted. The way is both simple and easy; it requires but some one with the will to take the initiative. But if anything is to be done, it should be done now—between April 1 and May 15. Cycling is then in the air. Men and women who once rode instinctively think of riding again, and those who never rode incline also to thoughts of bicycles. The time to "catch" them is while they are in this receptive mood. The local show would prove in the nature of most alluring bait. It is in the nature of business enterprise in which the retail cycle trade is so lacking.

How Mankind is Benefitted.

Probably no article on the hygienic benefits of cycling which recently has been published has attracted so much attention or been so much reprinted as the incident quoted in the *Bicycling World* of two weeks ago. It was the simple statement that a noted oculist had prescribed the use of the bicycle to one of his patients, whose eye trouble arose from a rundown physical condition. Yet but for the unexpected quarter from which it came—and, indeed, there seems but little relevancy between the eye specialist and the maker of bicycles—there is nothing either

strange or unusual about the recommendation.

For the general tonic value of the bicycle has been upheld by all its advocates from the beginning. Before, yes, again and again, nerve specialists have recommended it as an antidote for quivering, jerky muscles by day and unclosed eyes by night; physicians have recommended it as a cure for indigestion; the clergy have approved it as a general moral and spiritual invigorator, and it even has been suggested as an efficient agent of the temperance cause.

And all this points to one truth, is based on one text: a text taken from the universal unwritten gospel of out of doors. And a version of the text is this: "Fresh air and sunshine are the fundamentals of life."

The human organism, than which there is no aggregation either God made or man made, more complex, more exquisitely beautiful, is a machine, automatic and precise, and a growing thing, yielding, flexible, plant-like, all at once. It may be as consistently analyzed and treated in either category.

As a plant, it derives its nourishment from the ground, indirectly to be sure, but still from the ground, in vegetation and in the flesh which has been fed upon it, and from the air. Just as a flowering plant put away in a cellar will pale and wither and die, so a man shut up in a dungeon will fade and grow imbecile and die. And if, instead of being thrust directly into some mouldy crypt, the torture be prolonged and he be but partially deprived of the essence of his existence, or tantalized by being deprived of it from time to time and then revived again, the dissolution is slower, but no less certain. It is inexorable.

One whose word rings with power, though his teaching is called heresy by some, has used the other metaphor, and rounded out the idea in a very few words, thus:

"Life is combustion. Food is fuel and oxygen is just as necessary to digestion as it is to fire. If you wish to see how necessary air is to flame, place a piece of paper over the top of a lamp chimney—and almost immediately you will be where Moses was. Headache, coated tongue, lassitude, almost without exception, are symptoms that you are not getting enough draught through your furnace and your boiler is clinkered. Most people live on a half ration of oxygen. Civilized man has enough of everything but fresh air."

As for exercise, of which so much is heard nowadays, the idea is right. The muscles must all be used or they will wither and

shrink and become impotent. But exercise simply prepares the system for revitalization. This superlatively essential function requires blood. Not old, tired, thin blood, but glad, surging, bubbling blood. And for this nothing but pure air will answer. It is more important—and there is the hallmark of right in the word—it is more important than pure food, is good fresh air, and, better still, it is costless.

Half of mankind and all of womankind live on stagnant blood simply because the lethargy of a generation's custom makes them ashamed to go outside and breathe. But breathing is not all; exercise is not all. The one must stimulate the other, and the two must co-operate to deluge the body with a flood of new life.

This is the point, however, the bicycle is a panacea; it fills the lungs, speeds up the heart, freshens the brain, ventilates the pores and breaks myriads of tiny little muscle cells all at once. Its wholesale use means a capitalization of the word renewal.

Celebrate Broadway's Restoration!

The restoration of that "cyclists' parade ground," upper Broadway, after four years of obstruction and disuse, deserves to be celebrated in some fashion. It is an event of uncommon interest to New York cyclists.

The idea of a celebration was suggested late last fall, when the "finishing touches" were being put to the magnificent asphalted thoroughfare. It was then too chilling and too late to work up interest in the matter. There is no reason why something should not now be done.

The celebration need not cost a penny, and a formal parade is unnecessary. Let the word be passed to all clubs and all riders to turn out on a particular night, and with lamps burning to make a circuit or two of the boulevard as they did in the days of yore. Let the householders be requested to "light up" on the night selected.

May Day—May 1—is a good date. A quiet celebration of the sort on that date would start the season with a whirl. The clubs and the trade both would feel the good effects.

In former years, before Broadway was torn up for Subway construction, the myriads of noiselessly flitting lights, going up one side and down the other, was an almost fairylike scene that was one of the sights of the metropolis. To bring back even a suggestion of it will be worth any effort that may be expended. The idea is too good to be lost.

WHEN HE TRIED KOLA

How the Experiment Failed to Pan Out According to the Programme.

"The story of that chap who had all sorts of trouble in deciding what was best for him to eat while cycling reminds me of an experience of my own," said the Old Timer as he dropped into a chair in the Bicycling World office and thumbed a copy of last week's issue containing the story to which he referred.

"It was during the day of the Kola 'craze'—you remember, the time when there were all sorts of concoctions parading under that name or some counterfeit of it. I had a friend in the drug business who felt that he had been called on to supply the world with his particular brand of Kola extract or compound, and when he heard that I was to compete in the fifty-mile race he evidently thought that I was a particularly good dog to try it on.

"He had the stuff made up in two forms, as tablets and as a liquid, and he generously presented me with a bottle of each, and I promised faithfully to give them a trial.

"You doubtless remember how all such stuff was freely claimed to give more strength than six thousand pounds of the juiciest beef, and how man could exist on one tablet, or two of them, a day. My friend gave me tablets enough to save me the price of board for at least six months.

"Being of a generous disposition, particularly with things that cost me nothing, I took with me to the track both the tablets and the Kola wine, or whatever they called it—I really have forgotten the name. I offered to share them with any one who was anxious to experiment with himself, but I, however, was the main experimenter on the occasion.

"I left my desk at the last minute and did not have time to obtain luncheon, and, as a matter of fact, I half believed the claims for the darn drug were facts. I swallowed a tablet or two on the way out, and tucked a couple more under my belt just before the race started and washed them down with a swallow of the wine. There was no disputing the fact that the wine at least was the sort of stuff that makes a man feel good; I felt like a fighting cock for the first few miles of the race, but when the stiff wind that was blowing began to get in its fine work and the effects of the wine passed away I became almost as weak as a cat. The other fellows began riding rings round me, and in desperation I called for more wine and more tablets. I got them, but their effects wore off in an incredibly few minutes. At about the same time I also became possessed of a ravenous appetite and begged for something to eat. As there was nothing to be had I was, perforce, compelled to hit the bottle again and again.

"I was far behind by this time, but it mattered little to me; I was possessed of an unshakable resolve to finish that race and refused to be called off. I did finish it, but long before the forty-ninth mile I was carrying, at least, a second class load. In plain English, the wonderful wine that gave men the strength of Samson, and the tablets that would put boarding houses out of business, had given me the sharp edge of a first class jag. At the end of the race it mattered little to me whether school kept or not; all I wanted was something to eat and a place to sleep. I had both in due time, of course, and I can promise you that not a drop of Kola has passed my lips in any form since that day."

Getting Ready for Irvington-Millburn.

The "good old" Irvington-Millburn will be run, as usual, on Decoration Day, May 30, and, also as usual, by the Bay View Wheelmen of Newark, N. J. The club has taken the first step in that direction by appointing a committee, consisting of Captain Gustav Krantz, William S. Thomas, Edward Wuensch and George Goetz, to make the necessary arrangements. All the local dealers have consented to do their utmost in making the race a success, and a long string of valuable prizes will be put up for both time and place winners.

Trick Rider Killed in California.

Francis Perliot, of San Francisco, Cal., well known as a trick bicycle rider, was killed at Pomona, Cal., March 12. Perliot was travelling with the Southern Carnival Co. The circus employes were loading the flat cars, and Perliot was standing near guiding a heavy wagon into place. The block that held the wagon wheels from slipping worked loose, and before he could get out of the way, Perliot was caught between two wagons and his skull crushed. Perliot was 24 years old.

Motorcycle Hillclimb in Boston.

In connection with the automobile hill climbing contest, which occurs each year in Boston on Patriots' Day, April 17, it is practically certain that a separate contest for motor bicycles will also be held. It is not unlikely that it will be conducted under the auspices of the borming Harvard University Motorcycle Club, if that body completes its organization in time and the necessary permission from the university authorities is obtained.

Where Sidewalk Riding is Legalized.

Five hundred and twenty-nine permits have been issued to cyclists in Elmira, N. Y., this year, permitting them to ride on the sidewalks in the unpaved streets of the city. The police think the sale should be much greater than this, and make the assertion that the law prohibiting cyclists from using the walks without permit will be strictly enforced.

PRINCE STORMS RICHMOND

His Little Army of Pedal Pushers do Good Work—Local Luminary Looms Large.

Another of Jack Prince's "world's records" was smashed to smithereens Monday night at the so-called "six-days" race in Richmond, Va. Bennie Munroe, of Memphis, Tenn., rode 26 miles and 9 laps in one hour, and this was announced by the modest but versatile promoter as being the "world's indoor un-paced record." The Richmond event is unlike the Philadelphia affair in that the sprinters are not teamed, each one riding "on his own hook." Two and a half hours' riding each night completes the grind of the champions, and after they are called off the track a series of sprints between local cracks are put on. The race is held in the horse show building on a bowl track, twelve laps to the mile. As there are seven men in the contest, all except the last man will get a "whack" at the purse. The first man will bag \$350; second, \$230; third, \$170; fourth, \$120; fifth, \$80; sixth, \$50.

The sprinters who lined up for the start were: E. F. Root, of Sheepshead Bay, L. I., winner of the New York six-day race; the veteran, Nat Butler, of Boston, Mass.; Gussie Lawson, of Buffalo, N. Y.; Walter Bardgett, of Buffalo, N. Y.; Frank J. Cadwell, of Hartford, Conn.; Frank Galvin, of Newark, N. J., and Bennie Munroe, Memphis, Tenn.

FIRST NIGHT—MONDAY.

With the theatres going full blast, two mass meetings and a big ball in progress, many thought the attendance for the first night would be exceedingly slim, but when the riders mounted their machines for the start, an estimated crowd of at least 3,000 enthusiastic spectators filled the building.

Frank Galvin was the first man on the track, and when he appeared "decked out" in a green suit, elaborately decorated with huge harps and shamrocks, the Irishmen in the audience let themselves loose. It is said the cheers were heard in Manchester, several miles away, though, of course, this may be putting it a little strong.

The race was warm from the start, and while there were no serious accidents, three of the riders had to leave the track in the first hour. Nat Butler broke a spoke in his wheel, and Walter Bardgett and Gus Lawson each got a puncture.

The first five miles were reeled off in 11:05, all the riders being bunched. Galvin was the first man to try the lap stealing stunt, but was not successful, and later on lost a lap. Root came mighty near gaining the coveted lap in the eighth mile, but Munroe pulled him down after a hard sprint. Root, Munroe and Bardgett took the pace and kept the bunch going at a merry clip. Bardgett led at the fifteen-mile post and the

time was announced as 35:18. Bennie Munroe then took the pace and pedalled around the track as if the very devil was after him. It was during one of these heartbreaking bursts of speed that Galvin lost the lap. On the hour Munroe led, with 26 miles 9 laps to his credit.

After the hour the men settled down to a routine of steady plugging. At the end of two hours the score was 47 miles 4 laps. The score of the leaders for the two and a half hours was 57 miles 1 lap.

After the "six-day" riders were called off the track, Ollie Hope, of Richmond, was pitted against Henry Larsen, of Newark, N. J., in an unlimited pursuit race. Larsen evidently wanted to make the race a long one with the idea of wearing out the local man, but Hope did not see it that way. Hope did some brilliant sprinting, and caught Larsen before the two-mile mark.

Wm. Saunders, of Boston, rode one mile against time on a motorcycle. Time, 1:41.

SECOND NIGHT—TUESDAY.

A slight diminution in the size of the attendance on Tuesday did not necessarily affect the enthusiasm, and the rafters reverberated when one of the riders let out a little to gain the coveted lap. The night was cool—just to the liking of the pluggers—and they did good work. The time was cut down to two hours, but the "paying" spectators did not kick, as the excitement in the extra events fully justified the "cut-down."

With the exception of the finish, the race was uninteresting to a certain degree. Galvin made two or three attempts to gain the lap he lost the previous night, but Munroe pulled him down every time. Bardgett, of Buffalo, broke away from the bunch, and for a time it looked as if the others would be left a lap behind, but Gus Lawson caught his rear tire after a sprint of over four laps.

The seven riders were circling the boards at a brisk clip when the pistol shot announced the last minute. The veteran, Nat Butler, who is still demonstrating to the skeptical that he is good for a few more years of following the leaders, shot out from the bunch and took the lead. It was a terrific sprint he set for the followers, but they stuck to him gamely. Several of the laggards tried to overtake him, but Butler increased his lead a little—not enough to gain the lap, however—and finished with a good lead over Munroe, his nearest opponent. Butler's time for the last mile was 2:05, and considering that he had been plugging steadily for two solid hours, the time was exceptional.

The score for the four and a half hours was 101 miles 6 laps.

Ollie Hope, the local crack, repeated his performance of the night before by defeating Henry Larsen, of Newark, N. J., in an unlimited pursuit race. Hope lapped Larsen's rear tire at the two-mile post.

Saunders gave another one-mile motorcycle exhibition, and beat his Monday night's per-

formance. The time for the one mile was 1:32 2-5.

THIRD NIGHT—WEDNESDAY.

Forty-four miles and ten laps were reeled off in two hours by the seven riders on the third night of the race. A larger crowd greeted the sprinters than on Tuesday night, but not so great as at the opening.

The riders seemed to settle down to that lethargic routine of plugging which is so tiresome to the spectators, who, like those in any other city, always want a sensational flavor to everything. It is the general opinion that E. F. Root will give a surprise party to the bunch before the race is over. Root is as fresh as on the first night, and, although he has not yet tried to steal a lap, he is always with the leaders in the fastest sprint.

Munroe led at the finish, with the other riders bunched close behind. The score of the leaders at the end of the four and one-half hours was 146 miles 4 laps.

Saunders rode a one-mile motorcycle exhibition, doing it in 1:33 2-5.

The pursuit race between Ollie Hope and Nelson Holt, both of Richmond, was a lively chase. At first the two riders seemed equally matched, but Hope slightly gained and caught his man on the tenth lap. Time, 2:15.

W. E. Colts, of Richmond, to-night issued a challenge to any Virginian for a match race at any distance. It is probable Ollie Hope will be picked out to ride against him.

The following table shows the position of the riders and the number of miles ridden at the end of each night's racing:

MONDAY—TWO AND ONE-HALF HOURS.

| Rider. | Miles. | Laps. |
|------------------------|--------|-------|
| Bennie Munroe | 57 | 1 |
| E. F. Root | 57 | 1 |
| Walter Bardgett | 57 | 1 |
| Nat Butler | 57 | 1 |
| Gus Lawson | 57 | 1 |
| Frank J. Cadwell | 57 | 1 |
| Frank Galvin | 57 | 0 |

TUESDAY — FOUR AND ONE-HALF HOURS.

| Rider. | Miles. | Laps. |
|------------------------|--------|-------|
| Nat Butler | 101 | 6 |
| Bennie Munroe | 101 | 6 |
| E. F. Root | 101 | 6 |
| Walter Bardgett | 101 | 6 |
| Gus Lawson | 101 | 6 |
| Frank J. Cadwell | 101 | 6 |
| Frank Galvin | 101 | 5 |

WEDNESDAY — SIX AND ONE-HALF HOURS.

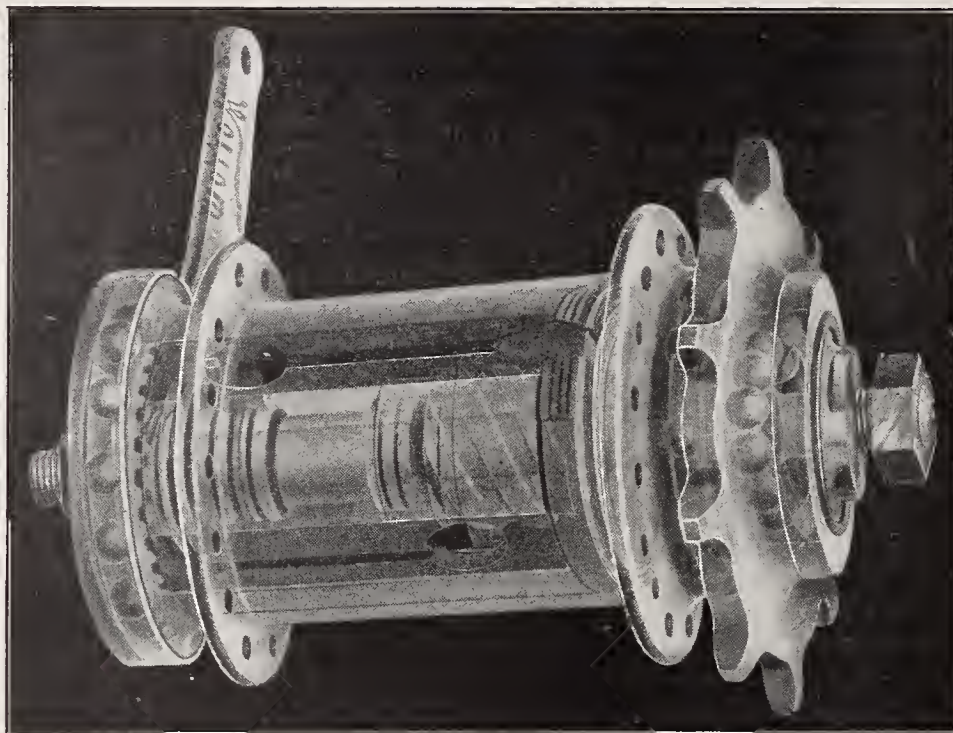
| Rider. | Miles. | Laps. |
|------------------------|--------|-------|
| Bennie Munroe | 146 | 4 |
| E. F. Root | 146 | 4 |
| Walter Bardgett | 146 | 4 |
| Nat Butler | 146 | 4 |
| Gus Lawson | 146 | 4 |
| Frank J. Cadwell | 146 | 4 |
| Frank Galvin | 146 | 3 |

Athletic Club to Feature Cycling.

At the meeting of the Olympic Athletic Club, Buffalo, N. Y., held Tuesday night, it was formally decided to hereafter pay more attention to cycling matters. A racing team will be formed, and as the club claims several speedy riders it will no doubt be heard from.

“But do not overlook the fact that there are good and bad coaster hubs.”

(Extract from a repairman's letter in which he states that he fits on an average two or three a day in the busy season.)



All whiskey is good,
All girls are pretty,

but there's a good, better and best
in every class, and where coaster
brakes are concerned the

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BOTH AMERICANS SPILLED

Lawson and McFarland Take Terrific Tumbles, but Contrive to Win "Pin Money."

Melbourne, Feb. 9.—Since the Austral meeting there has been another series of racing held at the Australian Natives' Association annual fete at the latter end of January. Every one anticipated some keen struggles between Lawson and McFarland and Rutt and Ellegaard, and probably would have witnessed them but for several untoward accidents. The first day of the meeting, January 28, turned out phenomenally hot, the official temperature of this city being given as 105 degrees, but at the exhibition track, on which the racing was held, it must have been several degrees hotter, as it is inclosed by three walls on as many sides and a huge embankment on the fourth. The track proper, of newly laid asphalt, was blisteringly hot, and many tires popped in protest. This was the cause of several accidents, although the heat was not the only factor. The racing tires now used are, as you know, extremely light and thin, and are inflated to a great degree that, with a roughish track and one not too clean, together with the trying temperature, was more than many could stand, particularly when the treads had become somewhat impaired by a good deal of use on the new surface. Of the cracks McFarland was the first to fall, his tire having punctured, which brought him to earth—damaging his knee and giving him a good shaking. This was in the afternoon, and while doing a preliminary spin before the evening's programme began he again sustained a puncture, but saved himself from falling. He was somewhat lame from the fall in the afternoon, and, having to meet Ellegaard in his heat later, it was expected that the Dane would have a soft thing, but Mac was only beaten by a few inches.

In another heat during the same programme he met Rutt and Walker, and in the last lap a competitor, Fikell, shot out and obtained a big lead. Mac, of course, was allowed to pull up the gap, and while going, all out, with Walker and Rutt merely hanging on, he got too close in and skidded on the flat. By an effort he recovered, but at the same time eased, and Walker collided with him somehow and he again lost his balance and came a terrible cropper, fetching Walker over with him. Rutt may thank himself that he was a little back and had just time to pull his wheel clear, which action, at the pace he was moving, shot him up the steep bank to the extreme outside edge of the track that he grazed the rails, and again escaped by the skin of his teeth. Poor Mac and Walker were terrible wrecks, and could not again compete at the meeting. Walker's knee was terribly lacerated, the bone showing plainly, and required ten stitches to pull the flesh together. He has not raced since—in fact, he was confined to his bed

for a week. Mac had his body scratched and torn almost all over, his arm also being badly knocked about, but he seemed to pull round somewhat at the end of a week.

In another event during the same evening's racing one of our cracks, G. R. Morgan, was leading Lawson at a good pace, when the former's tire burst and he was thrown. Lawson couldn't escape, and was pitched first into the air and then fell head first on to the track, getting very badly hurt, his head and face being cut and one of his little fingers dislocated. He also could not race any more at the meeting, but pulled round during the following week somewhat. Therefore, with Lawson, McFarland and Walker out of the running, Rutt, who is shaping better than Ellegaard, had some soft snaps, winning the Australasia mile championship and the Gold Stakes of \$450. There were others who fell, to the number of a dozen or more, but the champions were the most hurt of the lot. What might have proved a grand series of contests resolved itself into a one-sided affair. This, of course, was most unfortunate for the A. N. A. people, and, to make matters worse, the weather changed on the day between the first and second dates of the meeting, and was extremely cold and wet. As a matter of fact, the officials, who sweated on Saturday in the heat of about 110 degrees, were shivering on Monday evening in overcoats and could scarcely hold a pencil for the cold.

On Saturday last, February 4, the South Australian League held the first day's racing of its summer meeting at Adelaide, all the cracks, except Walker, competing. Both Lawson and McFarland rode well, though not up to concert pitch, Mac evidently suffering from the effects of his falls in Melbourne. George F. Farley, who rode so brilliantly at the Austral meeting, is still retaining his form, and is but little inferior to the best of them.

In the one-mile race for the President's plate, at Adelaide, Lawson, Ellegaard and Rutt won their heats, but in the final the handicap men had too great a lead for the champions to overcome, and C. A. Best, an Australian (60 yards), crossed the tape first. Time, 1:57 1-5.

Lawson finished first in the second heat of the one-mile scratch, but did not line up for the final. In the third heat McFarland led with a hot sprint from the start, and soon had the field to himself, but his efforts exhausted him, and A. J. Clarke and E. Payne easily passed him in the sprint for the tape. The final heat went to Rutt. Ellegaard rode across second, fully three lengths behind the German. Time, 2:06 1-5.

The "Adelaide Handicap," at two miles, proved exciting enough for the most exacting. As a special prize of \$25 went to the winner of each heat, the race was a cracker from the start. McFarland and Ellegaard rode from scratch, and there was little chance of the back markers overtaking the handicap riders until Pye came out and paced. At two and a half laps to go Ellegaard broke away from the bunch and started a terrific sprint

around the oval. McFarland pulled him down, with R. J. Walne close behind. At the finish Ellegaard led, Walne was second and the American had to be content with third place. Time, 4:06 2-5. Rutt finished ahead of Lawson in the second heat, although the latter put up a stiff fight. The German crossed the tape only half a length ahead. Time, 4:13 2-5. The final heat was productive of some good riding, even though the scratch men could not catch Clarke (60 yards). McFarland rode in hard luck. In the next to the last lap he was well up with the leaders, but lost his pace and dropped behind. A. J. Clarke crossed first, Lawson second and Ellegaard third. Time, 4:13.

Wednesday, February 8, was the second day of the carnival, and both Americans rode in better form than on the previous day. The one-mile, for the Lawson Stakes, came within an ace of being a "fizzle." Prior to the event the referees were asked to provide pacemakers to prevent the riders from loafing if they showed any evidence of doing so. The referee, however, thought by making a time limit of 2:15 for the mile pacing could be eliminated. The first heat was run in 2:19, with Ellegaard finishing first. As this was four seconds above the time limit the heat was ordered run over, but Ellegaard and his co-riders refused to go on the track. McDonald crossed first in the third heat, and as the time was 2:15 1-5 this heat was also ordered to be re-run. Three of the riders refused to start, which left only Gordon, McFarland and McDonald to line up. They rode the mile the second time in 2:06, Gordon crossing first. Iver Lawson finished first in the final heat. Rutt was a close second and McDonald was third. Time, 2:08.

McFarland distinguished himself in the three-mile lap race. Beside crossing first, he won three lap prizes. E. A. Pye, who finished second, also captured three lap prizes, Time, 6:46.

A so-called "international half-mile championship" was the drawing card Saturday, February 11. Lawson easily finished first. Rutt and Ellegaard—the Dutchman and the Dane—had a terrific sprint for second place, which Rutt won. Time, 0:59.

Strenuous Endurance Contest Probable.

It is probable that the Federation of American Motorcyclists' Endurance Contest of this year will be of but one day's duration, but an unusually strenuous one—from New York to Waltham, Mass., with a time limit of eighteen hours. The distance to Waltham, where the annual meet will be held in August, is about 240 miles, but it will be lengthened to a full 250 miles as it is understood that F. A. M. will set the latter as the minimum distance for such contests, in order to prevent the term from being applied to mere century runs.

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Foreshadows of the Days to Come.



How Spring Cleaning Affects Some Men.

"I'm going to clean up my wheel to-morrow," a gentleman was heard to remark to a friend on a suburban train the other evening. "I'm going out early just on purpose," he continued, "and I'm going to have the time of my life."

"Oh, yes, I do it myself every year, and I do all my own fixin', too—what there is of it, for I don't wear things out very fast. Why, do you know, I should feel as if I were losing half the pleasure of my riding if I didn't care for my own mount."

"Yes, every year along about this time I begin to feel the spring coming, and I sort of get uneasy and wishful for things to hurry up, don't you know; and about the only thing that will satisfy the uneasiness is to go home and overhaul the wheel. So some day or other, when nobody expects me home before the 6:30, I show up somewhere around 2 o'clock, and, businesslike as you please, I put on all my old clothes and dig into it."

"What do I do? Well, first of all, I take her all to pieces—tires come off, nuts come off, bearings come out, everything comes undid till there's nothing left but the makings of a wheel. Then all the little parts, balls and nuts and screws, and even the chain, go into a big iron pot with a lot of washing

soda on the laundry stove. And while they're stewing I get after the wheels.

"I have a stand I can set 'em up in and spin 'em just like what they use in a regular repair shop, and I put 'em in it and get after the spokes and clean off all the rust I can find with emery paper, and then I scrape out the hollows of the rims with an old case-knife and smooth them out with sandpaper. Then generally I find they need a little truing up. And, let me tell you, that's something of a trick until you get just the knack of it. After I get the wheels in good shape I pump up the tires and test them, and if they're all right I put them right on again, first coating the rims a couple of times with good thick shellac.

"And then I get after the frame, and clean it up in good shape, and look it over carefully for cracks and flaws. And by that time all the little parts are pretty well cooked, and when they have been washed off in coal oil, are bright and clean and all ready to go back again. And while they are being reassembled the chain goes into a kettle of boiling tallow, and stays there until the last thing.

"Of course, I am very careful in making all adjustments as closely as may be without binding, and all the bearings are thoroughly oiled. After everything else is in shape the

chain goes back on again and things are pretty near over."

"Now, do you mean to tell me," said his friend, "that you can do all that in one afternoon?"

"Why, sure, only sometimes I'm a bit late for dinner, but that's no worse than when the train is late, so nobody cares, and, besides, it only happens once a year, you know."

"That's all very well," replied his friend, "and if it suits your fancy to do all that nasty work, all right; but, for me, it would spoil all my pleasure in wheeling. Now I'll bet you, sir, that I rode more miles than you did last summer, and all the time I had my man look after the machine. I don't know how to fix it, and I don't want to. All that sort of thing is drudgery to me, and I'd no more think of trying to fix a puncture than I would of shoeing a horse. It's out of my line."

Here followed a comparison of notes as to riding records, at the end of which it was found that neither had any great advantage.

"All of which simply goes to show," the first speaker concluded as he rose to leave the train, "that the tastes of men differ widely, but that this does not in any way affect the popularity of the bicycle."

STORY OF A YOUNG MAN

**Faithfully Told and Pointing to a Moral
that is Well Worth Heeding.**

Once upon a time there was a young man who hired a very small flat in a great city. He was poor but honest as such people always are; moreover he led a regular systematic life as such people always should. Every morning he arose and picked the sleep from his eyes at precisely 7:30 o'clock, after which he shaved and dressed himself with that painstaking care which characterized his every action. After he had whisked the dust of yesterday from his clothing and polished his derby vigorously, he went out to breakfast. At five minutes before 8 o'clock, he left the house, and, walking to the next corner, boarded a trolley car which reeked of all the hidden sin of that great town, for many wicked folk dwelt there, and their mingled breath bespoke their evil life more vividly than could the combined statistics of all the newsmongers.

And so in due season, which is to say, just as the huge bell in the high tower brayed out the hour of nine, he was wont to climb up a certain stool in a gloomy office and commence to pour over a big, big book filled with figurings in pale blue and red ink. And thus he spent his days, except that at noon he would walk out for two or three blocks and pause before an eating counter long enough to absorb 15 cents' worth of so-called nourishment. At night he went as he had come, and after dinner he read the evening paper and the Review of Reviews, and then went to bed. Thus each day was much like the day before and the day after, only that one day in seven was set apart as an occasion for winding the clocks and going over to "mothers." A disciple of Wagner was he, not the Wagner whose music has set all the world crazy—for one of two reasons—but him of later fame whose preachment is common property at 5 cents the copy.

But after a time the young man perceived that all was not well. His appetite began to fail, his head ached pretty often, and once he made a mistake of 3 cents which cost him four hours' overtime when the trial balance came around. And again and again as he turned from the big book to the window, whole flocks of little shadowy figure eights would appear on the pane and slowly rising, disappear at the top. Nor could he ever seem to discover where they came from.

One evening he was trying to read and his head ached so that the letters fairly squirmed on the page. He was paying but half attention to the lines before him, when suddenly his eye caught this: "Pain is the prayer of the nerve for better blood." And he read no more. Instead, he closed his eyes and began to reason with himself.

A prayer for better blood, and the chief constituents in pure blood are water and air. Now how was it to be done? He was

sure he was not a case for the physician's care, for he was to all intents and purposes well except for his lack of appetite and the general feeling of debility. At first he was inclined to be simply discouraged, for the condition seemed but a natural result of conditions quite beyond his control, his mode of living, sleeping in a building where perhaps a hundred others slept, living the day through in a stuffy little office, and traveling between the two places of abode in crowded, ill-ventilated cars. He could see the cause well enough, but he could not see a way to eradicate it, until he fell to thinking of the days just before he came here to live with his bride. Days they had been, than which he had never known healthier or happier,



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and yet, he had lived way up town in a lodging house which perpetually smelled of fried ham, and had ridden to and from his work on his bicycle. But wait! Could it have been that? He was not sure, but so it seemed; at all events, it was worth trying. And he fell asleep that night in all the exultation of a newly made resolution.

Next morning when he appeared at breakfast, clad in a wrinkled and much worn knickerbocker suit, his wife gave a little gasp and started to say something, but checked herself. Instead, for she was a wise wife, she asked about his headache and learned very abruptly, that it was worse. When he got to the office, however, there were no lack of questionings, and there was not a little raillery as well, for truly he was grotesque. Lack of practice or an error in judgment, or sheer absentmindedness had resulted in a mishap on a wet spot in the pavement, and one side was well plastered with mud, and his coat was torn. But their questions he let go unanswered, and as to their jokes—somehow there's a sort of distinction about it which makes some men just a weenie bit proud of being laughed at.

But he was gritty, this young man, and he stuck to it, not only the second and third days, but the day after that, and kept to it no matter what the weather, no matter how he felt at the time, no matter how his fellows laughed at him. And presently the head aches had vanished, presently the little spots no longer appeared on the window, and presently, too, he began to feel such a zest for his work as he had never known before.

Wanner's Fast Work on Flat Floor.

Fred T. Wanner broke the indoor armory record for two miles last Saturday night at the games at the 23d Regiment Armory, New York. The previous record was 5:01 1-5. Wanner succeeded in circling the floor in 4:55 3-5. He rode from scratch and finished first, far in advance of his nearest competitor, who had a handicap of 75 yards. B. Reynolds was second and C. W. Lediard (50 yards) third.

In the one-mile handicap Wanner, after a hard sprint, won, but was disqualified. His pusher-off ran with him for about ten yards, giving him an advantage. C. W. Lediard, who crossed second, filed a protest with the referee, and it was allowed. J. W. Dalston finished third, and was accordingly given second place. Time, 2:30 1-5.

G. W. Berthol took the one-mile novice in 3:02 4-5. W. M. Fletcher was second and H. Rybert third.

Broadway, Restored, Should Help Matters.

"Business is beginning early," on Thursday remarked M. L. Bridgman, the veteran uptown agent for the Pope lines. "I sold three bicycles to members of the New York Athletic Club to-day."

"Yes," he continued, in reply to a leading question, "things are looking unusually promising. It has been several years since I've had so many inquiries so early in the season, but, as a matter of fact, it is not more than we have a right to expect. For the first time in four years, or since the construction of the Subway was started, the Boulevard—that is, Broadway—is open and rideable. It always was the cyclists' stamping ground—it is big and wide and safe—and in the natural order of things its restoration should serve to bring out the bicycles again, or some of them, at any rate."

Fast Hundred on a Motor Bicycle.

Thomas J. White, of the San Francisco (Cal.) Motorcycle Club, reduced the 100-mile motor bicycle record on March 4 to 3 hours and 52 minutes. The former record was 4 hours and 30 minutes, and was made by O. L. Picard last May. White started from Fruitvale, rode to San Jose and back, and then to Centerville in 3 hours and 10 seconds actual riding time, the delays being caused by an accident and having to stop to have his papers signed at different points.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

MOTORCYCLE IN POLITICS

How it Helped a Jerseyman Into the Legislature—Beat Horse and Automobile.

Naturally chicanery usually plays an important part in politics, and the ambitious candidate for office frequently lies awake nights preceding and during campaign time trying to hatch some scheme whereby he may score a point over his opponent. After the nominations of each political party are made comes the real fight. Each nominee is supposed to thoroughly canvass his district for votes. Frequently it happens that the territory is too large for one man to go over as he should, and the matter of "clinchng the precincts" is left to the management of his lieutenants in those precincts. For the candidate to visit each voter in his district personally, and incidentally distribute a few cigars, kiss the babies, inquire after the crops and the "wimmin folks," and take a drink of "Jersey lightning" with his host, is usually productive of results, but it takes time.

The ancient and time-honored method of canvassing is by means of a horse and buggy. This means of visiting the voters is usually employed by the country aspirant for political honors, but the candidate, as remarked before, seldom finds time to visit each constituent before election day arrives.

The motor bicycle is yet too young to figure largely in affairs of the sort, and that it has played a part is not generally known. The case in point has reference to the political fight which took place in Ocean County, New Jersey, three years ago. Ocean County is and always has been slightly Republican, but the opposing faction always managed to poll enough votes to cause the G. O. P. leaders considerable anxiety until the ballots were counted. Once in a while the Democrats score.

This particular year the Republican party nominated George L. Holman, Jr., of Barnegat Park, for the Assembly. The Democrats put up a man equally as popular with the masses, one who was calculated to give the Republican nominee a hard fight. Mr. Holman was a brainy man and a schemer; besides, he was the fortunate owner of a motor bicycle—his opponent had a horse.

Then began what went down in Ocean County's annals as one of the fiercest political battles that was ever enacted within its borders. Here is where Mr. Holman proved his motor bicycle to be a far more aggressive factor in the political game than a horse. Every morning he would mount his machine and undertake the tedious routine of the canvass for votes.

In New Jersey, where everybody's business is someone else's, it was not a difficult matter for the motorcyclist to learn what route his opponent with the horse intended to take.

Fortified with this information, Mr. Holman would then get out his machine, fill the gasoline tank, likewise the oil tank, see that everything was in perfect order, and start on exactly the same route his opponent had planned to take.

Naturally the motorcycle triumphed over the horse. Mr. Holman would get over the route, present his side of the question, and was off on another route before the "horse candidate" had got fairly started. Many times this colloquy would take place, when the Democratic candidate drew rein before a farmhouse and engaged in conversation with the voter of the family:

"Good morning!" is the affable greeting of the politician.

"Mornin'!" is the rejoinder of the rural one.

"Fine day, isn't it?"

"Tolerbly."

"Have a smoke?" asks the politician, but he perceives the farmer is already puffing at a good-looking weed (better than he has to offer) that gives out a delightful aroma.

"I am Mr. ———. I am a candidate for the Assembly, and"—begins the politician, but the farmer cuts in:

"'Tain't no use, stranger. Mr. Holman was 'long here 'bout two hours ago. Stopped an' took a snack with me an' the folks. 'Pears like Mr. Holman kin beat you fellows with that 'ere engine bisickle o' his'n. Mighty nice sort o' man, hain't he?"

And the candidate takes his departure with a hang-dog expression depicted on his countenance. Practically the same scene is enacted at every other farmhouse along the line.

This thing went on until about a week before the all-eventful election day. Six days before election the Democratic would-be Assemblyman had an idea. A brilliant one, too. He would hire an automobile and show Holman he wasn't the only one in the game.

By this time all the county had been canvassed pretty thoroughly with the exception of Jackson Township, at the extreme end of the county, which has abominably bad roads leading to it. Jackson township had always been strongly Democratic, but a rumor got afloat that the man who controlled the majority of votes in that township was "leaning Republicanward," and the issue was a doubtful one. Both candidates realized that there was no time to be lost. If Jackson went solid Democratic, there would be enough votes to offset the majority Mr. Holman might get in the other townships, whereas if the Democratic ticket could be split, Holman would be elected with flying colors.

By chance each candidate selected the same day for the missionary trip to Jackson. The Democrat started in his hired car about 7 o'clock in the morning, and the motorcycle candidate did not get away until some time after, though not dreaming that he had an automobile to fight. The road was rough and hilly, the first part of it at least. Mr. Holman caught a glimpse of an automobile disappearing over the top of a far-off hill, and concluded things looked rather suspicious, especially for an automobile to be trav-

elling on that lone road at such an early hour.

He accordingly increased the speed of his motorcycle and slowly but surely decreased the distance between the car and himself. Almost at the same instant Mr. Holman recognized the occupants of the car as his political adversaries, and they, in turn, recognized the motorcyclist. Good roads were coming now, and both machines put on as much speed as possible. At first the motor bicycle gained on the car and passed it. The automobilists were exerting every energy to make the car go faster. They were abreast again now. Just opposite a little country store the motorcycle stopped, and an exultant chuckle was heard from the occupants of the car as they flashed past the motorcyclist.

It did not take Holman an instant to find out that the gasoline had run out. He dashed into the store and yelled to the old stick-in-the-mud back of the counter:

"A gallon of gasoline! Quick, man, as if your life depended on it!"

In less time than it takes to tell the tank was refilled. Mr. Holman threw down a five-dollar bill and made a dash for the motor bicycle.

"Here's yer change!" bawled the counter-jumper.

"Oh, go to the devil, but vote for Holman first!" the candidate fairly yelled as he turned on the spark and raced up the road out of sight.

"Well, I'll be dummed! I reckon I will," the storekeeper soliloquized as he went back in the store.

To make a long story short, the motor bicycle passed the automobile about a mile and a half up the road. The Republican candidate had the first interview with the Jackson leader, and when the returns were counted the following Tuesday the result of the exciting race was very apparent.

When his many friends surrounded him after the ballots were counted, and started congratulations, Mr. Holman quietly remarked:

"Give the credit of the victory to my motorcycle. It did it."

Since his retirement to private life Mr. Holman has increased in ponderosity somewhat, but this has not restrained him from using his motorcycle continually.

"Motorcycling is one of my chief delights in life," says Mr. Holman.

Philadelphians to Get Together Again.

Although the Associated Cycling Clubs of Philadelphia were supposed to have died and been buried long ago, it appears that they still exist, after a fashion, and that the delegates get together once each year. The 1905 meeting has been called for Wednesday next, 29th inst. An effort is being made to have it assume the form of a reunion supper. Invitations to attend have been extended to some seventy-five old-timers, including Samuel A. Boyle, O. S. Bunnell, George D. Gideon, P. S. Collins, C. A. Dimon, H. B. Hart and R. D. Garden, all of whom helped make cycling history in Pennsylvania.

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How He Put On His Coat.

"You talk about riding 'hands off,'" said one of the Ramblers up in Buffalo the other evening; "I used to think I was pretty good at it. I had a number of stunts I used to practise on, and riding hands off played no small part in them.

"One time another fellow and I were on a tour to Boston. We were having a mighty good time, too, and for a wonder not trying to make a record. We had gotten as far as Concord and were moving along to make the 'Hub' by nightfall, when a shower came up, and as it didn't look very bad we decided to keep right on. And I, with my usual confidence, proceeded to unsling my coat from the bars and essayed to don it without dismounting. I had done that very thing time and time again without anything going wrong, and I felt no hesitation in attempting it this time. But somehow or other, just as I had one arm in its sleeve to the shoulder my cuff caught the other and refused to be yanked free. That would have been all right if, just as I was trying to look down my sleeve and see what my stud was hooked into, my front wheel had not caught a stone just a bit on one side, and flopped around quicker than scat. Well, off I went into space, right over the bars, and clear of the wreck. Of course, my face got all that could have been expected, but the funny part of it was that when I had somewhat recovered from the jar, but before I had even turned my face up to let the pattering raindrops to wash it off, I discovered that my coat was properly adjusted. Yes, sir, I must have finished putting it on while I was in the air."

Why Ceylon Riders Carry Revolvers.

Cycling, whether for pleasure or through necessity, has mankind under its sway regardless of where the latter makes his habitat. And, like man, who has proved himself the only animal that can exist in all climates and not be exterminated by a change of environment, the bicycle has shown itself to be well adapted to all conditions.

Not that conditions are apt to vary as much as would appear at first sight, for from far off Ceylon, that gem set in an eastern sea, far below the line, comes a plaint strangely familiar to the bicycle rider of every other clime—Save us from the dogs! How many are there who have not at one time or another forcibly voiced this sentiment?

But nowhere else are the dogs such a nuisance as in the tropics, nor such a menace to the calves of the passing rider as in the East Indies. The pariah dog of the Brahmin and the Hindoo is a semi-sacred beast, it would seem. In every village and nearly every roadside habitation, swarms of unfed, hideous and diseased abominations come flying savagely out at every passing vehicle, constituting a serious danger. The animals are for the most part unowned, so it is impossible to find and prosecute anyone for them.

The Island Government has been petitioned to aid in exterminating the pest, but pending their official decimation, every cyclist finds it wise to provide himself with a revolver, not only for protection, but to aid in the good cause.

ONCE MORE

THOSE OLD FAMILIAR CRIES

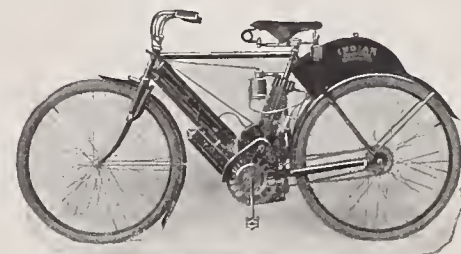
are being heard in the land:

"It's just as good as the INDIAN,"

"It's just like an INDIAN."

It is the tribute
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It is their acknowledgement that the INDIAN is the standard of excellence, and should be enough to decide the choice of the thinking purchaser. And there never was a year when the buyers of INDIANS received so much for their money. The 1905 model bristles with new features.

INDIANS ARE SOLD

not on what we say of them, but on what they have done and on what their riders say of them. If in doubt, ask them, and if you would know what the INDIAN has done, write us. The record is a long one, and made in open competition.

IS A "JUST-AS-GOOD"
GOOD ENOUGH FOR YOU?

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Legislator's Love-Lorn Anti-Lamp Plea.

The ordinary citizen, it is fair to suppose, would have some difficulty in framing plausible objections to an act making it compulsory for bicycle riders to carry lanterns on their wheels at night. To the unimaginative the requirement seems an eminently sane and reasonable one, says the New York Post. The matter came up in the Rhode Island Legislature a few days ago, and brought to light a humorist and pleader whose talent is too confined. Mr. Newell, of Central Falls, took the floor to speak against the proposed legislation. He pictured the opposition that such a measure would rouse among the thousands who use the bicycle still as a convenience. Those people who live in Connecticut and Massachusetts near the Rhode Island border, he said, would likewise be inconvenienced by the law.

"Think," he added, "of the anguish of a young gallant who has enticed his lady love out to ride, and, not knowing the dividing line between paradise and this land of commissions, innocently persuades her to keep on, until they have passed over the danger line, and thereby have broken Mr. Kane's law. You may use the worn-out expression, which is, oh, such a balm to the feelings of one, after he has gotten into legal difficulties: 'Ignorance of the law,' etc., and also say he ought to know these things. Know? At a time like that he knows nothing except that he is riding beside the sweetest and dearest little thing in the world, and he does not care to have any light or lantern for some other fellow to make goo-goo eyes at her and perhaps steal her away from him in the near future.

"Yes, they ride along, breathing love into each other's ears. Then that big policeman or sheriff, who has no soul above the paltry dollars he expects to get out of it, pounces down upon them, arrests them both, and marches them off to the lockup. The judge, hastily summoned, arraigns them and imposes a fine. Does he pay it? I should say not. How can he pay it, with only the price of a bunch of cigarettes and two ice-creams in his pocket? They are left to languish in that place of detention until morning, or un-

til word can be sent to the girl's father, who pays her fine and takes away the weeping maiden, who talks back through her tears, and says: 'I'll never speak to you again, you mean old thing, for getting me into this scrape.' And he is left alone, torn with conflicting emotions. It is indeed horrible to contemplate." The foolish virgins who filled not their lamps would get short shrift in Rhode Island, Mr. Newell fears. He conceives a future Legislature requiring that lanterns should be affixed to baby carriages and to the hats of pedestrians. And all in the interests of whom? Why, the automobilists, poor things, who pretend to be shocked when they kill a bicyclist at night who is without a light at his handle-bars. The author of the bill objected to Mr. Newell's speech on the ground that it was "puerile, childish and absurd." Surely that is unfair. "Love can hope where reason would despair," and Mr. Newell's speech falls pat upon a spring day.

Adding Weight to the Bicycle.

Not content with the Simon pure bicycle, or its powerful successor, the motorbicycle, an attempt is under way on the other side to create a demand for a type which will be an intermediate—neither the one nor the other—and to judge from its description and avowed purpose, not much of a success in either role.

This hybrid is to be made possible by the addition of the "Motosacoche," a "motor-wallet assister," in other words, a self-contained power plant to be attached to any bicycle "while you wait." The idea is to "motor assist" those cyclists who cannot develop sufficient speed unaided to carry them over grades, otherwise to pedal. Twenty-five pounds would be a conservative estimate of the extra weight involved, and there are not many riders who would care to push this around for the pleasure of using it semi-occasionally. The amount of improvising necessary to adapt it to the unadorned bicycle is in itself more than sufficient to discourage any but the most optimistic from anticipating any pleasure in the use of such a makeshift.

Vailsburg Likely to be Reopened.

Indications are that there will be Sunday racing at the Vailsburg track this season, as the track is believed to be within the belt of toleration of the powers that be. It is still a matter of speculation as to who will manage the track this year, as no contracts have been signed yet, although it is expected that Fred W. Voight will again act in that capacity.

Incidentally the track requires some much needed improvements before the racing season starts. The bleachers are sadly in need of repair, and one or two more exits from the grandstand would help matters. The track could be improved upon to a great extent. Many of the sprinters complained last year that it was "splintery" and "bumpy" in spots.

Season Opened in Baltimore.

After a winter of inactivity things are on the move with the American Wheelmen, at Baltimore, Md. The cyclists held their first run of the season last Sunday, under the leadership of Captain Huber and Lieutenant Keese. The start was made from the clubhouse, and comprised a ride to Electric Park and the Gentlemen's Driving Club Park. The American Wheelmen are planning for a season of racing activity, and will co-operate with Washington (D. C.) cyclists in holding a series of intercity matches.

How to Clean Small Parts.

To thoroughly remove grease and dirt from small parts, such as chains, nuts, screws and ball bearings, boil them for some little time in a strong solution of washing soda. Care should be taken, however, to rinse them off in kerosene oil on removing them from the solution, as otherwise they will rust almost immediately.

Lowell Track Going to Waste.

There is little prospect of any racing in Lowell, Mass., this season. The old fair ground track has become so cut up that it is unsafe for use, and the board track on Lakeview avenue is a proposition that no one seems willing to tackle; it is simply going to waste.



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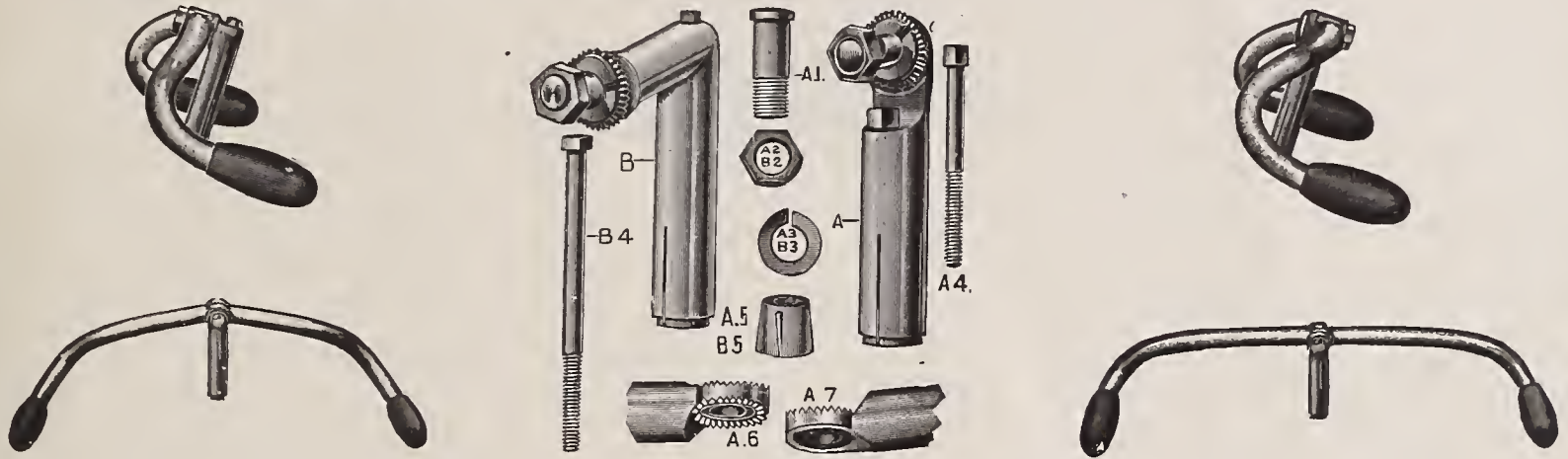
These signs measure 12 by 15 inches, are highly polished and have black, enamel filled letters. They are very striking and high toned in appearance, and an engraver would charge at least ten dollars apiece for them.

Save your "Brass Sign" certificates, one of which is enclosed with each dozen 4 oz. tubes of **NEVER-LEAK**. When you have 12 certificates, mail them to us and you will receive one of these splendid signs, absolutely free of charge.

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Indian Motorcycle 1904, G & J tires, grip control, Compensating sprocket, - \$125.00
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The Week's Patents.

784,002. Roller Bearing. Myron F. Hill, Brookline, Mass. Continuation of application Serial No. 693,724, filed October 17, 1898. This application filed January 13, 1902. Serial No. 89,474.

Claim—1. In a roller bearing, the combination of inner and outer concentric walls forming an annular space and together constituting a race; main rollers working in said race, the race having guiding edges co-operating with the main rollers and operating to sustain end thrust of said rollers; separator rollers between the main rollers, each separator roller working with its axis in substantially the same plane as the axes of the adjoining main rollers, the main rollers having guiding edges and the separator rollers having co-operating guiding edges to keep the main rollers in parallelism, said main rollers being free to twist within the limits allowed by the separator rollers.

12,322. Vaporizing Device for Explosive Engines. Charles E. Dawson, Cleveland, Ohio. Filed February 27, 1903. Serial No. 145,453. Original No. 668,953, dated February 26, 1901.

Claim—1. The combination with a vaporizing chamber of an internal combustion engine, of an exhaust conduit adjacent to said chamber with a connecting heat conducting web of reduced thickness extending longitudinally of said conduit and exposed for perforation.

784,345. Bicycle Attachment. Bruce R. Pepper, Yazoo City, Miss. Filed November 11, 1903. Serial No. 180,714.

Claim—1. A bicycle attachment comprising a wheel, a spring adapted to be wound up by said wheel and arranged to drive the latter, a shaft having a fork in which the wheel is journaled, a pinion on said shaft, a support on the bicycle for said shaft, and a manually controlled segment engaging the pinion on said shaft for turning the latter.

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